

A22WE  
***Revision 7***  
McDONNELL DOUGLAS

DC-10-10  
DC-10-40  
DC-10-30  
DC-10-30F (KC-10A, KDC-10)  
DC-10-10F  
DC-10-40F  
DC-10-15  
MD-11  
MD-11F  
MD-10-10F  
MD-10-30F

May 24, 2002

[illegible]

## Engine Limits: (cont'd)

Maximum permissible engine temperature (cont'd)		
Starting (Max. Transient for 40 sec.)		1652°F (900°C)
(Max. No Time Limit)		1382°F (750°C)

Maximum permissible oil outlet temperature		
Continuous operation		320°F (160°C)
Transient operation <sup>1</sup>		347°F (175°C)

APU Limits: (if installed)	AiResearch TSCP700-4B	
	Power Rating Maximum at sea level	189 hp
	Rotor Speeds	
	Low pressure speed (N <sub>1</sub> )	31,570 rpm (110%)
	High pressure speed (N <sub>2</sub> )	38,830 rpm (110%)
	Exhaust Gas Temperature	
	Maximum during operation	1085°F (585°C)
	Maximum indicated temperature	
	during each starting cycle	1085°F (585°C)

Airspeed Limits:  
(CAS)

V <sub>MO</sub> /M <sub>MO</sub> (Maximum Operating)	<u>With SB 37-87</u>	<u>Without SB 37-87</u>
At Sea Level	350K	350K
At 10,000 ft	350K	376K
At 24,820 ft	350K	376K (M=0.88)
At 28,310 ft	350K (M=0.88)	350K (M=0.88)
At 42,000 ft	258K (M=0.88)	258K (M=0.88)

V <sub>A</sub> (Maneuvering)	See FAA Approved Airplane Flight Manual
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V <sub>FE</sub>	<u>Flap Position (Inboard)</u>	
	5°	260K (M = 0.51)
	15°	250K (M = 0.51)
	20°	233K (M = 0.51)
	25°	214K (M = 0.51)
	35°	187K (M = 0.51)
	50°	171K (M = 0.51)

V <sub>SLAT</sub> (Slat Operating)		
Takeoff and Approach:		
	<u>Flap Position (Inboard)</u>	
	5°	260K (M = 0.51)
	15°	250K (M = 0.51)
	25°	214K (M = 0.51)

Landing		
	<u>Flap Position (Inboard)</u>	
	35°	187K (M = 0.51)
	50°	171K (M = 0.51)

Autoslat		
	Flaps retracted	260K (M = 0.51)

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<sup>1</sup> Transient operation above 320°F (160°C) is limited to 15 minutes.

Airspeed Limits: (cont'd)  
(CAS)

V <sub>LO</sub> (Landing Gear)	
Retraction	230K (M = 0.70)
Extension	260K (M = 0.70)
V <sub>LE</sub> (Landing Gear Extended)	300K (M = 0.70)
V (Landing light extension)	
Maximum speed extension retraction, or extended position	V <sub>MO</sub> /M <sub>MO</sub>
V (Fuel Dump)	325K up to 28,000 feet M = 0.82 above 28,000 feet

C.G. Range: See the appropriate FAA Approved Airplane Flight Manual and Weight and Balance Manual.

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Maximum Weight: (See Note 10)	440, 000 pound Takeoff Weight <u>See Serial Numbers Eligible</u>	455,000 pound Takeoff Weight <u>See Serial Numbers Eligible</u>
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Taxi and Ramp	443,000 lb.	458,000 lb.
Takeoff	440,000 lb.	455,000 lb.
Landing <sup>2</sup>	363,500 lb.	363,500 lb.
Zero Fuel <sup>3</sup>	335,000 lb.	335,000 lb.
Gear Jacking	443,000 lb.	443,000 lb.
Fuselage and Wing Jacking	388,000 lb.	388,000 lb.

Minimum Crew: For all flights: Pilot, Copilot, and Flight Engineer.  
Maximum

Passengers: (See NOTE 6)

Maximum  
Baggage: (See Weight and Balance Manual)

Fuel Capacity:	<u>Fuel Tank Capacity (pounds)</u>		Usable <u>(6.7 lb./gal)</u>	<u>Arm (Inches)</u>
	<u>Location</u>	<u>Structural</u>		
	Main No. 1	42,579	40,116	1488
	Main No. 2	68,998	64,969	1296
	Main No. 3	42,579	40,116	1488
	Center Wing Auxiliary (if installed)	36,849	32,727	1279
	Crossfeed Manifold and Lines		609	1429

Oil Capacity: 24.3 lb./engine usable at 8.1 lb./gal. with wing engines moment arm at 1125 in. and tail engine moment arm at 2200 in.

Maximum  
Operating  
Altitude: 42,000 feet

MAC: 300.682 inches (Leading Edge of MAC Station 1299.83)

<sup>2</sup> Fuel dump valves required for operation in excess of maximum landing weight. See NOTE 1 (f).

<sup>3</sup> All weight in airplane above this weight must be fuel.

## Service Life

Limits: See NOTE 3

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## Serial Numbers

Eligible: Maximum Takeoff Weight of 440,000 pounds  
(See Note 10)

46500, 46502 - 46509, 46511 - 46520, 46522 – 46525, 46603, 46604, 46614, , 46628, 46632, 46635, ,  
46645, 46646, 46700 - 46703, 46706 - 46710, 46908, 46928, 46930, 46938, 46939, 46942, 46943, 46946 -  
46948, 46977, 46983, 46984, 46994, 46996, 47800, 47802, 47827 - 47830, 47832, 47833, 47966 - 47969.

Maximum Takeoff Weight of 455,000 pounds

46501, 46727, 46905, 46906, 46970, 46973, (46517, 46525, 46645, 46646, 46908, 46977, 46983, 47832,  
47833).<sup>4</sup>

## Other

Information: See "Data Pertinent to All Models"

**II - Model DC-10-40 (Transport Aircraft), Approved October 20, 1972**

Engines: 3 Pratt and Whitney JT9D-20 Turbofan Engines with water injection, or 3 Pratt and Whitney JT9D-20J or JT9D-59A Turbofan Engines (JT9D-59A Engines are installed per Rohr STC SA3139WE) (See Serial Numbers Eligible).

Fuel: See NOTE 4.

Oil: See NOTE 5.

Engine Limits:	<u>JT9D-20</u>	<u>JT9D-20J</u>	<u>JT9D-59A</u>
Static Thrust, Sea Level			
Takeoff, Dry <sup>5</sup>	44,500 lb.	48,050 lb.	51,720 lb.
Takeoff, Wet <sup>6</sup>	47,000 lb.		
Maximum Continuous	39,240 lb.	39,240 lb.	44,770 lb.

## Engine Limits: (cont'd)

## Maximum permissible engine rotor speeds

N <sub>1</sub> (Low Compressor)	3650 rpm (101.4%)	3750 rpm (104.2%)	3780 rpm (105%)
N <sub>2</sub> (High Compressor)	8000 rpm ( 98.9%)	8000 rpm ( 98.9%)	8011 rpm ( 99%)

## Maximum permissible engine temperature

Turbine exhaust gas temperature at turbine outlet  
(Tt 6 for JT9D-20 & -20J and Tt 7 for JT9D-59A)

Takeoff, Wet or Dry (5 min)	1679°F (915°C)	1805°F (985°C)	1238°F (670°C)
Maximum Continuous	1607°F (875°C)	1697°F (925°C)	1202°F (650°C)
Maximum Acceleration (2 min)	1679°F (915°C)	1805°F (985°C)	1238°F (670°C)
Starting <sup>7</sup>	1202°F (650°C)	1202°F (650°C)	941°F (505°C)

<sup>4</sup> When modified in accordance with McDonnell Douglas Service Bulletin 57-97.

<sup>5</sup> 5 minutes flat to 84°F for JT9D-20 and 86°F for JT9D-20J and JT9D-59A.

<sup>6</sup> 2 ½ minutes wet flat to 86°F.

<sup>7</sup> Maximum transient for 10 seconds.

Maximum permissible oil inlet temperature				
APU Limits: (if installed)	Continuous Operation	275 <sup>0</sup> F (135 <sup>0</sup> C)	275 <sup>0</sup> F (135 <sup>0</sup> C)	275 <sup>0</sup> F (135 <sup>0</sup> C)
	Transient Operation <sup>8</sup>	320 <sup>0</sup> F (160 <sup>0</sup> C)	320 <sup>0</sup> F (160 <sup>0</sup> C)	320 <sup>0</sup> F (160 <sup>0</sup> C)
	AiResearch TSCP700-4			
	Power Rating Maximum at sea level	189 hp		
	Rotor Speeds			
	Low pressure rotor speed (N <sub>1</sub> )	31,750 rpm (110%)		
	High pressure rotor speed (N <sub>2</sub> )	38,830 rpm (110%)		
	Exhaust Gas Temperature			
	Maximum during operation	1085 <sup>0</sup> F (585 <sup>0</sup> C)		
	Maximum indicated temperature during each starting cycle	1085 <sup>0</sup> F (585 <sup>0</sup> C)		
	Airspeed Limits: (CAS)	V <sub>MO</sub> /M <sub>MO</sub> (Maximum Operating)		
		At Sea Level	350K	
		At 10,000 ft.	376K	
		At 24,820 ft.	376K (M = 0.88)	
		At 42,000 ft.	258K (M = 0.88)	
	V <sub>A</sub> (Maneuvering)	See FAA Approved Airplane Flight Manual		
V <sub>FE</sub>	Flap Position (Inboard)		With JT9D-20 or -20J Engines ( <u>See Serial Numbers Eligible</u> )	With JT9D-59A Engines ( <u>See Serial Numbers Eligible</u> )
		5 <sup>0</sup>	260K (M = 0.51)	270K (M = 0.55)
		15 <sup>0</sup>	255K (M = 0.51)	255K (M = 0.51)
		20 <sup>0</sup>	240K (M = 0.51)	240K (M = 0.51)
		25 <sup>0</sup>	221K (M = 0.51)	221K (M = 0.51)
		35 <sup>0</sup>	194K (M = 0.51)	194K (M = 0.51)
		50 <sup>0</sup>	178K (M = 0.51)	178K (M = 0.51)

<sup>8</sup> Transient operation above 275°F (135°C) is limited to 20 minutes.

## Airspeed Limits: (cont'd)

(CAS)	V <sub>SLAT</sub> (Slat Operating) Takeoff and Approach:	With JT9D-20 or 20J Engines ( <u>See Serial Numbers Eligible</u> )	With JT9D-59A Engines ( <u>See Serial Numbers Eligible</u> )
	Flap Position (Inboard)		
	5 <sup>0</sup>	260K (M = 0.51)	270K (M = 0.55)
	15 <sup>0</sup>	255K (M = 0.51)	255K (M = 0.51)
	20 <sup>0</sup>	221K (M = 0.51)	221K (M = 0.51)
	Landing		
	Flap Position (Inboard)		
	25 <sup>0</sup>	221K (M = 0.51)	221K (M = 0.51)
	35 <sup>0</sup>	194K (M = 0.51)	194K (M = 0.51)
	50 <sup>0</sup>	178K (M = 0.51)	178K (M = 0.51)
	Autoslat		
	Flaps retracted	260K (M = 0.51)	270K (M = 0.75)
	V <sub>LO</sub> (Landing Gear)		
	Retraction	230K (M = 0.70)	230K (M = 0.70)
	Extension	260K (M = 0.70)	260K (M = 0.70)
	V <sub>LE</sub> (Landing Gear Extended)	300K (M = 0.70)	300K (M = 0.70)
	V (Landing light extension, Maximum speed extension, retraction, or extended position.	V <sub>MO</sub> /M <sub>MO</sub>	V <sub>MO</sub> /M <sub>MO</sub>
	V (Fuel Dump)	325K up to 28,000 feet M = 0.82 above 28,000 feet	

C.G. Range: See the appropriate FAA Approved Airplane Flight Manual and Weight and Balance Manual.

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Maximum Weight: (See NOTE 10)	With JT9D-20 or -20J Engines 565,000 pound Takeoff Weight <u>(See Serial Numbers Eligible)</u>	With JT9D-59A Engines 572,000 pound Takeoff Weight <u>(See Serial Numbers Eligible)</u>		
	Center Main <u>Gear Extended</u>	Center Main <u>Gear Retracted</u>	Center Main <u>Gear Extended</u>	Center Main <u>Gear Retracted or Removed</u>
Taxi and Ramp	568,000 lb.	443,000 lb.	575,000 lb.	478,000 lb.
Takeoff <sup>9</sup>	565,000 lb.	440,000 lb.	572,000 lb.	475,000 lb.
Landing <sup>10</sup>	421,000 lb.	363,500 lb.	421,000 lb.	400,000 lb.
Zero Fuel <sup>11</sup>	391,000 lb.	363,500 lb.	391,000 lb.	391,000 lb.
Gear Jacking Weight	568,000 lb.	443,000 lb.	575,000 lb.	478,000 lb.
Fuselage and Wing Jacking Weight	508,000 lb.	443,000 lb.	508,000 lb.	478,000 lb.

<sup>9</sup> For takeoff above 555,000 pounds, 28 ply main landing gear tires and modification per Douglas Service Bulletin 57-28 or equivalent are required.

<sup>10</sup> Fuel dump valves required for takeoff in excess of maximum landing weight. See NOTE 1 (f).

<sup>11</sup> All weight in airplane above this weight must be fuel.

Minimum Crew: For all Flights: Pilot, Copilot, and Flight Engineer.

Maximum  
Passengers: (See NOTE 6).

Maximum  
Baggage: (See Weight and Balance Manual).

Fuel Capacity: Fuel Tank Capacity (pounds)

<u>Location</u>	<u>Structural</u>	<u>Usable (6.7 lb./gal.)</u>	<u>Usable <sup>12</sup> (6.7 lb./gal.)</u>	<u>Arm (inches)</u>
Main No. 1	43,202	40,203	40,704	1492.6
Main No. 2	69,495	64,969	65,438	1296.0
Main No. 3	43,202	40,403	40,704	1492.6
Center Wing Auxiliary	104,141	97,409	98,111	1266.1
Crossfeed Manifold & Lines		622	622	1420.1

Oil Capacity: 77 lb./engine usable at 8.1 lb./gal. with wing engines moment arm at 1164.0 in. and tail moment area at 2239.0 in.

Maximum  
Operating  
Altitude: 42,000 feet

MAC: 295.78 inches (Leading Edge of MAC Station 1311.95)

Service Life  
Limits: See NOTE 3

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Serial Numbers

Eligible: Maximum Takeoff Weight of 565,000 pounds  
(with JT9D-20 or -20J Engines)  
46750, 46752 – 46771.

Maximum Takeoff Weight of 572,000 pounds  
(with JT9D-59A Engines installed per STC SA3139WE)  
46660, 46662, 46913, 46923, 46967, 46974, 47822, 47824 - 47826, 47852, 47853, – 47856, 47857, 48301.

Spare Engine Transportation Pod - The Spare Engine Transportation Pod may be carried on models with JT9D-59A engines installed per STC SA3139WE in accordance with the limitations specified in the FAA approved Airplane Flight Manual.

Other  
Information: See "Data Pertinent to All Models"

### **III - Model DC-10-30 (Transport Aircraft), Approved November 21, 1972**

Engines: 3 General Electric CF6-50A, CF6-50C, CF6-50CA, CF6-50C1, CF6-50C2, CF6-50C2B or CF6-50C2-R Turbofan Engines. (Engines may be intermixed in accordance with Appendix XXII of applicable FAA Approved Airplane Flight Manual).

Fuel: See NOTE 4.

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<sup>12</sup> When modified per Douglas Service Bulletin 28-27 and 28-32 or equivalents.

Oil: See NOTE 5.

Engine Limits:

	CF6-50C/-50CA/ -50C2-R				
	<u>CF6-50A</u>	<u>-50C2-R</u>	<u>CF6-50C1</u>	<u>CF6-50C2</u>	<u>CF6-50C2B</u>
Static Thrust, Sea Level Takeoff <sup>13</sup>	48,400 lb.	50,400 lb.	51,800 lb.	51,800 lb.	53,200 lb.
Maximum Continuous (flat to 86°F)	46,300 lb.	46,300 lb.	46,300 lb.	46,300 lb.	46,300 lb.
Maximum permissible engine rotor operating speeds					
N <sub>1</sub> (Low Compressor) <sup>14</sup>	3982 rpm (116%) 4068 rpm (118.5%) <sup>15</sup>		3982 rpm (116%) 4068 rpm (118.5%) <sup>15</sup>	4068 rpm (118.5%)	4068 rpm (118.5%)
N <sub>2</sub> (High Compressor)	10613 rpm (108%) 10761 rpm (109.5%) <sup>16</sup>		10613 rpm (108%) 10761 rpm (109.5%) <sup>16</sup>	10761 rpm (109.5%)	10761 rpm (109.5%)
	<u>CF6-50A</u>		<u>CF6-50C/-50CA/ -50C1</u>	<u>CF6-50C2/-50C2B/ -50C2-R</u>	
Maximum permissible engine temperature Turbine exhaust gas temperature at turbine outlet					
Takeoff (5 min.)	1679°F (915°C)		1715°F (935°C) 1733°F (945°C) <sup>17</sup>	1733°F (945°C)	
Maximum Continuous	1607°F (875°C)		1607°F (875°C) 1670°F (910°C) <sup>17</sup>	1670°F (910°C)	
Maximum for Acceleration (2 min.)	1706°F (930°C)		1742°F (950°C) 1760°F (960°C) <sup>17</sup>	1760°F (960°C)	
Starting (Max. Transient for 40 sec.) (Max. no time limit)	1652°F (900°C) 1382°F (750°C)		1652°F (900°C) 1382°F (750°C)	1652°F (900°C) 1382°F (750°C)	
Maximum permissible oil outlet temperature					
Continuous Operation	320°F (160°C)		320°F (160°C)	320°F (160°C)	

<sup>13</sup> 5 minutes flat to 87°F for -50A; 5 minutes flat to 86°F for -50C, -50CA, -50C1, -50C2, and -50C2-R; 5 minutes flat to 79°F for -50C2B.

<sup>14</sup> The CF6-50C N<sub>1</sub> value of 116% is used for the preparation of the Airplane Flight Manual in lieu of the CF6-50C1 N<sub>1</sub> value of 116½% noted in the engine data sheet.

<sup>15</sup> When modified per Douglas Service Bulletin 77-46 or production equivalent, for CF6-50A/-50C/-50CA/-50C1.

<sup>16</sup> When modified per Douglas Service Bulletin 77-44 or production equivalent, for CF6-50A/-50C/-50CA/-50C1.

<sup>17</sup> When modified per Douglas Service Bulletin 77-47 or production equivalent, for CF6-50C/-50CA/-50C1.



## Engine Limits (cont'd)

	<u>CF6-50A</u>	<u>CF6-50C/-50CA/ -50C1</u>	<u>CF6-50C2/-50C2B/ -50C2-R</u>
Transient Operation <sup>18</sup>	347°F (175°C)	347°F (175°C)	347°F (175°C)
APU Limits: (if installed)	AiResearch TSCP700-4		
Power Rating Maximum at sea level	189 hp		
Rotor Speeds			
Low pressure rotor speed (N <sub>1</sub> )	31,750 rpm (110%)		
High pressure rotor speed (N <sub>2</sub> )	38,830 rpm (110%)		
Exhaust Gas Temperature			
Maximum during operation	1085°F (585°C)		
Maximum indicated temperature each starting cycle	1085°F (585°C)		
Airspeed Limits: (CAS)			
V <sub>MO</sub> /M <sub>MO</sub> (Maximum Operating)			
At Sea Level	350K		
At 10,000 ft	376K		
At 24,820 ft	376K (M = 0.88)		
At 42,000 ft	258K (M = 0.88)		
V <sub>A</sub> (Maneuvering)	See FAA Approved Airplane Flight Manual		
V <sub>FE</sub>	Flap Position (Inboard)	572,000 lb./580,000 lb. Takeoff Weight (See Serial Numbers Eligible)	565,000 lb. Takeoff Weight (See Serial Numbers Eligible)
	5°	270K (M = 0.55)	260K (M = 0.51)
	15°	255K (M = 0.51)	255K (M = 0.51)
	20°	240K (M = 0.51)	240K (M = 0.51)
	25°	221K (M = 0.51)	221K (M = 0.51)
	35°	194K (M = 0.51)	194K (M = 0.51)
	50°	178K (M = 0.51)	178K (M = 0.51)
V <sub>SLAT</sub> (Slat Operating)			
Takeoff and Approach	Flap Position		
	5°	270K (M = 0.55)	260K (M = 0.51)
	15°	255K (M = 0.51)	255K (M = 0.51)
	25°	221K (M = 0.51)	221K (M = 0.51)
Landing	Flap Position		
	35°	194K (M = 0.51)	194K (M = 0.51)
	50°	178K (M = 0.51)	178K (M = 0.51)

<sup>18</sup> Transient operation above 320°F (160°C) is limited to 15 minutes.

Airspeed Limits: (cont'd)  
(CAS)

	572,000 lb./580,000 lb. Takeoff Weight (See Serial Numbers Eligible)	565,000 lb. Takeoff Weight (See Serial Numbers Eligible)
Autoslat <u>Flaps retracted</u>	270K (M = 0.55)	260K (M = 0.51)
V <sub>LO</sub> Landing Gear Retraction	230K (M = 0.70)	230K (M = 0.70)
Extension	260K (M = 0.70)	260K (M = 0.70)
V <sub>LE</sub> (Landing Gear Extended)	300K (M = 0.70)	300K (M = 0.70)
V (Landing light extension) - Maximum Speed in extension, retraction, or extended position		V <sub>MO</sub> /M <sub>MO</sub>
V (Fuel Dump)	325K up to 28,000 feet M=0.82 above 28,000 feet	

C.G. Range: See the appropriate FAA Approved Airplane Flight Manual and Weight and Balance Manual.

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Maximum Weight:  
(See Note 10)

	565,000 pound Takeoff Weight (See Serial Numbers Eligible)	572,000 pound Takeoff Weight (See Serial Numbers Eligible)
	Center Main <u>Gear Extended</u>	Center Main <u>Gear Retracted</u>
Taxi and Ramp	568,000 lb.	575,000 lb.
Takeoff <sup>19</sup>	565,000 lb.	572,000 lb.
Landing <sup>20</sup>	424,000 lb.	424,000 lb.
Zero Fuel <sup>21</sup>	401,000 lb.	401,000 lb.
Gear Jacking	568,000 lb.	575,000 lb.
Fuselage and Wing Jacking	508,000 lb.	508,000 lb.

<sup>19</sup> For takeoff weights above 555,000 pounds, 28 ply main landing gear tires and modification per Douglas Service Bulletin 57-28 or equivalents are required.

<sup>20</sup> Fuel dump valves required for operation in excess of maximum landing weight. See NOTE 1(f).

<sup>21</sup> All weight in airplane above this weight must be fuel.

Maximum Weight: (cont'd)  
(See Note 10)

	580,000 pound Takeoff Weight (See Serial Numbers Eligible)		590,000 pound Takeoff Weight (See Serial Numbers Eligible)	
	<u>Center Main Gear Extended</u>	<u>Center Main Gear Retracted</u>	<u>Center Main Gear Extended</u>	<u>Center Main Gear Retracted</u>
Taxi and Ramp	583,000 lb.	478,000 lb.	593,000 lb.	478,000 lb.
Takeoff <sup>22</sup>	580,000 lb.	475,000 lb.	590,000 lb.	475,000 lb.
Landing <sup>23</sup>	446,000 lb.	400,000 lb.	411,000 lb.	400,000 lb.
Zero Fuel <sup>24</sup>	424,000 lb.	391,000 lb.	368,000 lb.	368,000 lb.
Gear Jacking	583,000 lb.	478,000 lb.	593,000 lb.	478,000 lb.
Fuselage and Wing Jacking	508,000 lb.	478,000 lb.	508,000 lb.	478,000 lb.

Minimum Crew: For all Flights: Pilot, Copilot, and Flight Engineer.

Maximum  
Passenger: (See NOTE 6).

Maximum  
Baggage: (See Weight and Balance Manual).

Fuel Capacity:	<u>Fuel Tank Capacity (pounds)</u>	Usable	Usable <sup>25</sup>		Arm
	<u>Location</u>	<u>Structural</u>	<u>(6.7 lb./gal.)</u>	<u>(6.7 lb./gal.)</u>	<u>(inches)</u>
	Main No. 1.	43,202	40,203	40,704	1492.6
	Main No. 2.	69,495	64,969	65,438	1296.0
	Main No. 3.	43,202	40,203	40,704	1492.6
	Center Wing Auxiliary	104,141	97,409	98,111	1266.1
	Aft Aux. <sup>26</sup>	11,028	N/A	10,280	1819.5
	Aft Aux. <sup>27</sup>	23,052	N/A	21,618	1850.0
	Aft Aux. <sup>28</sup>	24,018	N/A	3,317	
	Crossfeed Manifold & Lines		609	609	1420.5

<sup>22</sup> For takeoff weights above 555,000 pounds, 28 ply main landing gear tires and modification per Douglas Service Bulletin 57-28 or equivalents are required.

<sup>23</sup> Fuel dump valves required for operation in excess of maximum landing weight. See NOTE 1(f).

<sup>24</sup> All weight in airplane above this weight must be fuel.

<sup>25</sup> When modified per Douglas Service Bulletins 28-27 and 28-32 or equivalents.

<sup>26</sup> When modified per Douglas Service Bulletins 28-67, 28-111 and 28-114 or equivalents.

<sup>27</sup> When modified per Douglas Service Bulletin 28-79 or equivalent.

<sup>28</sup> When modified in accordance with Service Bulletin 28-79 and 28-137 or production equivalent.

## Fuel Capacity: (cont'd)

**NOTE:** The integrity of the transfer system must be demonstrated per Maintenance Manual, Chapter 28-21-100, section titled "Manifold Integrity Check" whenever the system is disturbed for maintenance. Also, if the tank overfilled light is illuminated any time during fueling, comply with the caution note in Chapter 12-11-04, section titled "Safety and Operating Precautions", item pertaining to tank overfilled condition.

Oil Capacity: 24.3 lb./engine usable at 8.1 lb./gal. with wing engines moment arm at 1125 in. and tail engine moment arm at 2200 in.

Maximum Operating  
Altitude: 42,000 feet

MAC: 295.78 inches (Leading Edge of MAC Station 1311.95)

Service Life  
Limits: See NOTE 3

DC-10-30  
Serial Numbers  
Eligible:  
(See Note 10)

Maximum Takeoff Weight of 565,000 pounds

46550 - 46557, 46575 - 46582, 46640, 46685, 46686, 46711 - 46714, 46850 - 46854, 46868, 46870, 46872, 46892, 46911, 46912, 46914 - 46416, 46418 - 46919, 46922, 46926, 46927, 46933, 46934, 46940, 46941, 46944, 46945, 46950 - 46954, 46957, 46958, 46963, 46964, 46969, 46971, 46972, 46981, 46982, 46997, 47834, 47837, 47846 - 47849, 47861 - 47867, 47886, 47926, 47927, 47980, 47982, 47981, 48283, 48286.

Maximum Takeoff Weight of 572,000 pounds

46542, 46591, 46959, 46961, 46981, 46988, 46990, 46991, 46993, 46995, 47817, 47838, 47956, 47957, 48266, 48317, 48318.

Maximum Takeoff Weight of 580,000 pounds

46583, 46584, 46869.

Maximum Takeoff Weight of 590,000 pounds

46543, 46595, 46596, 47814, 47815, 47844, 47845, 47850, 47851, 48252, 48265, 48267, 48282, 48285, 48288, 48290, 48292, 48293, 48296, 48315, 48316, 48319.

Other  
Information: See "Data Pertinent to All Models"

**IV - Model DC-10-30F (Transport Aircraft), Approved March 30, 1973**

(KC-10A See NOTE 11 regarding certification)

(KDC-10 See NOTE 19 regarding certification)

Engines: 3 General Electric CF6-50A, CF6-50C, CF6-50CA, CF6-50C1, CF6-50C2, CF6-50C2B or CF6-50C2-R Turbofan Engines. (Engines may be intermixed in accordance with Appendix XXII of applicable FAA Approved Airplane Flight Manual).

Fuel: See NOTE 4

Oil: See NOTE 5

Engine Limits: (See Section III)

APU Limits: AiResearch TSCP700-4  
(if installed) (See Section III)

Airspeed Limits:  $V_{MO}/M_{MO}$  (Maximum Operating)  
(CAS) (KC-10A with Aerial Refueling Boom and Drogue Stowed)  
(KDC-10 with Aerial Refueling Boom stowed)

At Sea Level	350K
At 10,000 ft	376K
At 24,820 ft	376K (M = 0.88)
At 42,000 ft	258K (M = 0.88)

$V_{MO}/M_{MO}$  (Maximum Operating)  
(KC-10A/KDC-10 with Aerial Refueling Boom Deployed)

At Sea Level	350K
At 10,000 ft	355K
At 25,600 ft	370K (M = 0.88)
At 37,000 ft	289K (M = 0.88)

$V_{MO}/M_{MO}$  (Maximum Operating)  
(KC-10A with Drogue Deployed)

At Sea Level	325K
At 10,000 ft	329K
At 28,930 ft	345K (M = 0.88)
At 37,000 ft	289K (M = 0.88)

$V_A$  (Maneuvering) See FAA Approved Airplane Flight Manual

$V_{FE}$  Flap Position Inboard

$5^{\circ}$	270K (M = 0.55)
$15^{\circ}$	255K (M = 0.51)
$20^{\circ}$	240K (M = 0.51)
$25^{\circ}$	221K (M = 0.51)
$35^{\circ}$	194K (M = 0.51)
$50^{\circ}$	178K (M = 0.51)

$V_{SLAT}$  (Slat Operating)  
Takeoff and Approach  
Flap Position (Inboard)

$5^{\circ}$	270K (M = 0.55)
$15^{\circ}$	255K (M = 0.51)
$25^{\circ}$	221K (M = 0.51)

Landing  
Flap Position (Inboard)

$25^{\circ}$	221K (M = 0.51)
$35^{\circ}$	194K (M = 0.51)
$50^{\circ}$	178K (M = 0.51)

Autoslat  
Flaps retracted 270K (M = 0.75)

$V_{LO}$  Landing Gear  
Retraction 230K (M = 0.70)  
Extension 260K (M = 0.70)

$V_{LE}$  (Landing Gear Extended) 300K (M = 0.70)

Airspeed Limits: (cont'd)  
(CAS)

V (Landing light extension) - Maximum speed in extension, retraction, or extended position	V <sub>MO</sub> /M <sub>MO</sub>
V (Fuel Dump)	325K up to 28,000 feet M = 0.82 above 28,000 feet

NOTE - The airspeed limits for DC-10-30F with CF6-50C1 engines are the same as those for DC-10-40 airplanes with JT9D-59A engines. (See Section II).

C.G. Range:	DC-10-30F:	See the appropriate FAA Approved Airplane Flight Manual and Weight and Balance Manual.
	KC-10A:	See the appropriate FAA Approved Airplane Flight Manual and "Basic Weight Checklist and Loading Data", Report No. T.O. 1C-10(K) A-5, Chg. 1, dated 15 March 1981.
	KDC-10:	See the appropriate FAA Approved Airplane Flight Manual and Weight and Balance Manual.

DC-10-30F

Maximum Weight: (See Note 10)	565,000 pound Takeoff Weight (See Serial Numbers Eligible)	572,000 pound Takeoff Weight (See Serial Numbers Eligible)
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	<u>Center Main Gear Extended</u>	<u>Center Main Gear Retracted</u>	<u>Center Main Gear Extended</u>	<u>Center Main Gear Retracted or Removed</u>
Taxi and Ramp	568,000 lb.	463,000 lb.	575,000lb.	478,000lb.
Takeoff <sup>29</sup>	565,000 lb.	460,000 lb.	572,000lb.	475,000lb.
Landing <sup>30</sup>	424,000 lb.	400,000 lb.	424,000lb.	400,000lb.
Zero Fuel <sup>31</sup>	401,000 lb.	391,000 lb.	401,000lb.	391,000lb.
Gear Jacking Wt.	568,000 lb.	463,000 lb.	575,000lb.	478,000lb.
Fuselage & Wing Jack Weight	508,000 lb.	463,000 lb.	508,000lb.	478,000lb.
	580,000 pounds Takeoff Weight (See Serial Numbers Eligible)		590,000 pounds Takeoff Weight (See Serial Numbers Eligible)	

	<u>Center Main Gear Extended</u>	<u>Center Main Gear Retracted or Removed</u>	<u>Center Main Gear Extended</u>	<u>Center Main Gear Retracted or Removed</u>
Taxi and Ramp	583,000 lb.	478,000 lb.	593,000 lb.	478,000 lb.
Takeoff <sup>29</sup>	580,000 lb.	475,000 lb.	590,000 lb.	475,000 lb.
Landing <sup>30</sup>	446,000 lb.	400,000 lb.	436,000 lb.	400,000 lb.
Zero Fuel <sup>31</sup>	424,000 lb.	391,000 lb.	414,000 lb.	400,000 lb.
Gear Jacking Wt.	583,000 lb.	478,000 lb.	593,000 lb.	478,000 lb.
Fuselage & Wing Jack Weight	508,000 lb.	478,000 lb.	508,000 lb.	478,000 lb.

<sup>29</sup> For takeoff weights above 555,000 pounds, 28 ply main landing gear tires and modification per Douglas Service Bulletin 57-28 or equivalents are required.

<sup>30</sup> Fuel dump valves required for operation in excess of maximum landing weight. See NOTE 1 (f).

<sup>31</sup> All weight in airplane above this weight must be fuel.

Minimum Crew: For all Flights: Pilot, Copilot, and Flight Engineer.

Maximum Passengers: "None. Approved for cargo only." (See NOTE 6).

Maximum Baggage: (See Weight and Balance Manual).

Fuel Capacity: Fuel Tank Capacity (pounds)

<u>Location</u>	<u>Usable Structural</u>	<u>Usable <sup>32</sup> (6.7 lb./gal.)</u>	<u>(6.7 lb./gal.)</u>	<u>Arm (inches)</u>
Main No. 1	43,202	40,203	40,704	1492.6
Main No. 2	69,495	64,969	65,438	1296.0
Main No. 3	43,202	40,203	40,704	1492.6
Center Wing Auxiliary	104,141	97,409	98,111	1266.1
Aft Aux. <sup>33</sup>	10,884	N/A	10,280	1819.5
Aft Aux. <sup>34</sup>	22,670	N/A	21,618	1850.0
Crossfeed Manifold & Lines		609	609	1420.5
Fwd. Body (KC-10A <b>only</b> )	59,171	55,308	N/A	959
Aft. Body (KC-10A <b>only</b> )	70,294	66,149	N/A	1641

**NOTE:** The integrity of the transfer system must be demonstrated per Maintenance Manual, Chapter 28-21-100, section titled "Manifold Integrity Check" whenever the system is disturbed for maintenance. Also, if the tank overfilled light is illuminated any time during fueling, comply with the caution note in Chapter 12-11-04, section titled "Safety and Operating Precautions", item pertaining to tank overfilled condition.

Oil Capacity: 24.3 lb./engine usable at 8.1 lb./gal. with wing engines moment arm at 1125 in. and tail engine moment arm at 2200 in.

Maximum Operating Altitude: 42,000 feet

MAC: 295.78 inches (Leading Edge of MAC St. 1311.95)

Service Life Limits: See NOTE 3.

<sup>32</sup> When modified per Douglas Service Bulletins 28-27 and 28-32 or equivalents.

<sup>33</sup> When modified per Douglas Service Bulletins 28-67, 28-111 and 28-114 or equivalent.

<sup>34</sup> When modified per Douglas Service Bulletin 28-79 or equivalent.

## DC-10-30F

## Serial Numbers

Eligible: Maximum Takeoff Weight of 565,000 pounds  
(See Note 10)

46801, 46891, 46917, 46955, 46956, 46965, 46985, 47835, 47836, 47868, 47889, 47906 - 47908, 47921 - 47925, 47928, 47929.

Maximum Takeoff Weight of 572,000 pounds

46540, 46541, 46590, 46835 - 46837, 46921, 46931, 46932, 46963, 46937, 46949, 46975, 46976, 46978, 46986, 46987, 46992, 46998, 46999, 47816, 47818 - 47820, 47831, 47840, 47888, 48277.

Maximum Takeoff Weight of 580,000 pounds

47811-47813, 47841, 47842, 48311 - 48313.

Maximum Takeoff Weight of 590,000 pounds

47843, 47870, 48200, 48211, 48213 - 48251, 48287, 48291, 48297 - 48299, 48303 - 48310.

## Other

Information: See "Data Pertinent to All Models"

**V - Model DC-10-10F (Transport Aircraft), Approved February 1, 1974**

Engines: 3 General Electric CF6-6D, CF6-6D1, CF6-6D1A, CF6-6K or CF6-6K2 Turbofan Engines. (CF6-6D and CF6-6K engines may be intermixed in accordance with Appendix XXII of applicable FAA Approved Airplane Flight Manual. CF6-6D1 and CF6-6D1A may be intermixed in accordance with page 2.1 of Section IV-B of applicable FAA Approved Airplane Flight Manual.)

Fuel: See NOTE 4.

Oil: See NOTE 5.

Engine Limits: Refer to Section I

APU Limit:  
(if installed) Refer to Section I

Airspeed Limits:  
(CAS) Refer to Section I

C.G. Range: See the appropriate FAA Approved Airplane Flight Manual and Weight and Balance Manual.



## DC-10-10F

Maximum Weight:  
(See Note 10)

440,000 pound Takeoff Weight  
(See Serial Numbers Eligible)

446,000 pound Takeoff Weight  
(See Serial Numbers Eligible)

Taxi and Ramp	443,000 lb.	449,000 lb.
Takeoff	440,000 lb.	446,000 lb.
Landing <sup>35</sup>	370,000 lb. <sup>36</sup>	375,000 lb.
Zero Fuel <sup>37</sup>	350,000 lb. <sup>38</sup>	355,000 lb.
Gear Jacking Weight	443,000 lb.	449,000 lb.
Fuselage and Wing Jack Weight	388,000 lb.	388,000 lb.

455,000 pound Takeoff Weight  
(See Serial Numbers Eligible)

Taxi and Ramp	458,000 lb.
Takeoff	455,000 lb.
Landing <sup>35</sup>	375,000 lb.
Zero Fuel <sup>37</sup>	355,000 lb.
Gear Jacking Weight	449,000 lb.
Fuselage and Wing Jack Weight	388,000 lb.

Minimum Crew: For all flights: Pilot, Copilot, and Flight Engineer.

Maximum  
Passengers: "None. Approved for cargo only." (See NOTE 6).

Maximum  
Baggage: (See Weight and Balance Manual).

Fuel Capacity: Fuel Tank Capacity (pounds)

<u>Location</u>	<u>Structural</u>	<u>Usable (6.7 lb./gal.)</u>	<u>Arm (inches)</u>
Main No. 1	42,579	40,116	1488
Main No. 2	68,998	64,969	1296
Main No. 3	42,579	40,116	1488
Crossfeed Manifold & Lines		609	1429
Center Wing Auxiliary (if installed)	36,849	32,727	1279

Oil Capacity: 24.3 lb./engine usable at 8.1 lb./gal. with wing engines moment arm at 1125 in. and tail engine moment arm at 2200 in.

<sup>35</sup> Fuel dump valves required for operation in excess of maximum landing weight. See NOTE 1(f).

<sup>36</sup> 370,000 pound landing weight is approved in freighter mode only, when Douglas Drawing SM10000001 and Douglas Service Bulletin 27-156 are incorporated and main landing gear Goodyear brakes 5000709-7 or later are installed, or production equivalent.

<sup>37</sup> All weight in airplanes above this weight must be fuel.

<sup>38</sup> 350,000 pound zero fuel weight is approved in freighter mode only, when Douglas drawing SM10000001 and Douglas Service Bulletin 27-156 are incorporated and main landing gear Goodyear brakes 5000709-7 or later are installed, or production equivalent.

## Maximum Operating

Altitude: 42,000 feet

MAC: 300.682 inches (Leading Edge of MAC Station 1299.83)

## Service Life

Limits: See NOTE 3

## DC-10-10F

## Serial Numbers

Eligible: Maximum Takeoff Weight of 440,000 pounds  
(See Note 10) 47803-47810, 48264.Maximum Takeoff Weight of 446,000 pounds

46601, 46602, 46605, 46606 -46609 46611 - 46613, 46615, 46616, 46617, 46619, 46621 – 46624, 46626, 46629, 46631, 46705, 46900 - 46903, 46907, 47801, 47803 - 47808, 47810.

Maximum Takeoff Weight of 455,000 pounds

46970, 46973.

## Other

Information: See "Data Pertinent to All Models"

**VI - Model DC-10-40F (Transport Aircraft, Approved November 5, 1976**

Engines: 3 Pratt and Whitney Turbofan JT9D-59A Engines installed per Rohr STC SA3139WE.

Fuel: See Note 4

Oil: See Note 5

Engine Limits: (See Section II)

APU Limits: (See Section II)

## Airspeed

Limits: (See Section II) the airspeed limits are the same for airplanes with JT9D-59A engines.

C.G. Range: See the appropriate FAA Approved Airplane Flight Manual and Weight and Balance Manual.

## DC-10-40F

Maximum Weight:  
(See Note 10)

572,000 pound Takeoff Weight  
(See Serial Numbers Eligible)

	Center Main <u>Gear Extended</u>	Center Main <u>Gear Retracted</u>
Taxi and Ramp	575,000 lb.	478,000 lb.
Takeoff <sup>39</sup>	572,000 lb.	475,000 lb.
Landing <sup>40</sup>	424,000 lb.	400,000 lb.
Zero Fuel <sup>41</sup>	401,000 lb.	391,000 lb.
Gear Jacking Weight	575,000 lb.	478,000 lb.
Fuselage & Wing Jacking Weight	508,000 lb.	478,000 lb.

Minimum Crew: For all flights: Pilot, Copilot, and Flight Engineer.

Maximum  
Passenger: "None. Approved for cargo only." (See Note 6)

Maximum  
Baggage: (See Weight and Balance Manual)

Fuel Capacity: (See Section II)

Oil Capacity: 77 lb./engine usable at 8.1 lb./gal. with wing engines moment arm at 1164.0 in. and tail engine moment arm at 2239.0 in.

Maximum Operating  
Altitude: 42,000 feet

MAC: 295.78 inches (Leading Edge of MAC Station 1311.95)

Service Life  
Limits: (See Note 3)

DC-10-40F  
Serial Numbers  
Eligible: Maximum Takeoff Weight of 572,000 lbs.  
(See Note 10) 46920, 46661, 46966, 47823, 47855.

Other  
Information: See "Data Pertinent to All Models"

<sup>39</sup> For takeoff weights above 555,000 pounds, 28 ply main landing gear tires and modifications per Douglas Service Bulletin 57-28 or equivalents are required.

<sup>40</sup> Fuel dump valves required for operation in excess of maximum landing weight. See NOTE 1(f).

<sup>41</sup> All weight in airplane above this weight must be fuel.

**VII - Model DC-10-15 (Transport Aircraft), Approved June 12, 1981**

Engines:	3 General Electric CF6-50C2-F Turbofan Engines	
Fuel:	See NOTE 4.	
Oil:	See NOTE 5.	
Engine Limits:	Takeoff Thrust, Sea Level, Static (5 min. flat to Std. + 28.3°C)	<u>CF6-50C2-F</u> 45,600 lb.
	Maximum Continuous (flat to Std. + 15°C)	43,250 lb.
	Maximum permissible engine rotor operating speeds	
	N <sub>1</sub> (Low Compressor)	4,067.5 rpm (111.3%)
	N <sub>2</sub> (High Compressor)	10,761 rpm (109.5%)
	Maximum permissible engine temperature	
	Turbine exhaust gas temperatures at turbine outlet Takeoff (5 min.)	1,733°F (945°C)
	Maximum Continuous	1,670°F (910°C)
	Maximum for Acceleration (2 min.)	1,760°F (960°C)
	Starting (Max. Transient for 40 sec.) (Max. no time limit)	1,652°F (900°C) 1,382°F (750°C)
	Maximum permissible oil outlet temperature	
	Continuous operation	320°F (160°C)
	Transient operation <sup>42</sup>	347°F (175°C)
APU Limits: (if installed)	AiResearch TSCP700-4	
	Power Rating	
	Maximum at sea level	189 hp
	Rotor Speeds	
	Low pressure speed (N <sub>1</sub> )	31,570 rpm (110%)
	High pressure speed (N <sub>2</sub> )	38,830 rpm (110%)
	Exhaust Gas Temperature	
	Maximum during operation	1085°F (585°C)
Airspeed Limits: (CAS)	V <sub>MO</sub> /M <sub>MO</sub> (Maximum Operating)	
	At Sea Level	350K
	At 28,310 ft	350K (M = 0.88)
	At 42,000 ft	258K (M = 0.88)
	V <sub>A</sub> (Maneuvering)	See FAA Approved Airplane Flight Manual
	V <sub>FE</sub> Flap Position (Inboard)	
	5°	260K (M = 0.51)
	15°	250K (M = 0.51)
	20°	233K (M = 0.51)
	25°	214K (M = 0.51)
	35°	187K (M = 0.51)
	50°	171K (M = 0.51)

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<sup>42</sup> Transient operation above 320°F (160°C) is limited to 15 minutes.

Airspeed Limits: (cont'd)  
(CAS)

V <sub>SLAT</sub> (Slat Operating) Takeoff and Approach	
<u>Flap Position</u>	
5 <sup>0</sup>	260K (M = 0.51)
15 <sup>0</sup>	250K (M = 0.51)
25 <sup>0</sup>	214K (M = 0.51)

Landing	
<u>Flap Position</u>	
35 <sup>0</sup>	187K (M = 0.51)
50 <sup>0</sup>	171K (M = 0.51)

Autoslat	
<u>Flap retracted</u>	260K (M = 0.51)

V <sub>LO</sub> (Landing Gear)	
Retraction	230K (M = 0.70)
Extension	260K (M = 0.70)

V<sub>LE</sub> (Landing Gear Extended) 300K (M = 0.70)

(3) No fuel limitation

V (Landing light extension) - Maximum speed in extension, retraction, or extended position V<sub>MO</sub>/M<sub>MO</sub>

V (Fuel Dump) 325K up to 28,000 feet  
M = 0.82 above 28,000 feet

C.G. Range: See the appropriate FAA Approved Airplane Flight Manual and Weight and Balance Manual.

DC-10-15

Maximum Weight  
(See NOTE 10)

455,000 pounds Takeoff Weight  
(See Serial Number Eligible)

Taxi and Ramp	458,000 lb.
Takeoff	455,000 lb.
Landing <sup>43</sup>	363,500 lb.
Zero Fuel <sup>44</sup>	335,000 lb.
Gear Jacking Weight	443,000 lb.
Fuselage and Wing Jack Weight	388,000 lb.

Minimum  
Crew: For all flights: Pilot, Copilot, and Flight Engineer.

Maximum  
Passenger: (See NOTE 6).

<sup>43</sup> Fuel dump valves required for operation in excess of maximum landing weight. See NOTE 1(f).

<sup>44</sup> All weight in airplane above this weight must be fuel.

Maximum  
Baggage: (See Weight and Balance Manual).

Fuel Capacity: Fuel Tank Capacity (pounds)

<u>Location</u>	<u>Structural</u>	<u>Usable (6.7 lb./gal)</u>	<u>Arm (inches)</u>
Main No. 1	43,202	40,203	1488
Main No. 2	69,495	64,969	1296
Main No. 3	43,202	40,203	1488
Center Wing Auxiliary	36,849	32,727	1279
Crossfeed Manifold & Lines		609	1429

Oil Capacity: 24.3 lb./engine usable at 8.1 lb./gal. with wing engines moment arm at 1125 in. and tail engine moment arm at 2200 in.

Maximum  
Operating  
Altitude: 42,000 feet

MAC: 300.682 inches (Leading Edge of MAC Station 1299.83)

Service Life  
Limits: See NOTE 3.

DC-10-15  
Serial Numbers  
Eligible: Maximum Takeoff Weight of 455,000 lbs.  
(See Note 10) 48258, 48259, 48275, 48276, 48289, 48294, 48295.

Other  
Information: See "Data Pertinent to All Models"

### **VIII - Model MD-11 (Transport Aircraft), Approved November 8, 1990**

Engines: 3 General Electric CF6-80C2D1F high-bypass turbofan engines.  
or  
3 Pratt & Whitney PW4460 high-bypass turbofan engines.  
or  
3 Pratt & Whitney PW4462 high-bypass turbofan engines.

Fuel: See NOTE 4.

Oil: See NOTE 5.

Engine Limits,  
General Electric  
CF6-80C2D1F:

Takeoff thrust, sea level, static (5 min), lb	60,690
Maximum continuous thrust, sea level, static thrust, lb.	56,210
Flat rating ambient temperature:	
Takeoff	86° F (30° C)
Maximum continuous	77° F (25° C)

## Engine Limits, (cont'd)

## General Electric

CF6-80C2D1F:	Maximum permissible engine rotor speeds:	
	Low pressure rotor (N <sub>1</sub> )	3,854 rpm (117.5%)
	High pressure rotor (N <sub>2</sub> )	11,055 rpm (112.5%)
	Maximum permissible exhaust gas temperatures:	
	Takeoff (5 min)	1760° F (960° C)
	Maximum continuous	1697° F (925° C)
	Starting (Max. transient for 40 sec)	1598° F (870° C)
	Starting (Max. with no time limit)	1382° F (750° C)
	Maximum permissible oil outlet temperatures:	
	Continuous operation	320° F (160° C)
	Transient operation	347° F (175° C)
	(Transient operation is limited to 15 minutes.)	

## Fuel and Oil Pressure Limits:

Fuel pressure limits apply at the engine fuel pump inlet.

## Ground Starting Air Starting and Operation.

This limit is from a minimum fuel pressure of not less than 5.0 psia (34.46 kPa, absolute) above the true fuel vapor pressure to a maximum of 70 psig (482.6 kPa gage) (relative to atmosphere) with vapor/liquid ratio of zero at all conditions.

## Oil: Pressure Limit at Idle.

The pressure limit at idle is 9.5 psid (65.5 kPa diff) minimum; varying from 26 to 120 psid (179.4 to 827.6 kPa diff) in the normal operating range.

## Engine Limits,

## Pratt &amp; Whitney

PW4460:	Takeoff thrust, sea level, static (5 min), lb.	60,000
	Maximum continuous thrust, sea level, static thrust, lb.	51,050
	Flat rating ambient temperature takeoff	86° F (30° C)
	Maximum continuous	86° F (30° C)
	Maximum permissible engine rotor speeds:	
	Low pressure rotor (N <sub>1</sub> )	4,012 rpm (111.4%)
	High pressure rotor (N <sub>2</sub> )	10,450 rpm (100.0%)
	Maximum permissible exhaust temperatures:	
	Takeoff (5 min)	1202° F (650° C)
	Maximum continuous	1157° F (625° C)
	Starting on ground	995° F (535° C)
	Starting in flight	1202° F (650° C)
	Maximum permissible oil outlet temperatures:	
	Continuous operation	325° F (163° C)
	Transient operation	350° F (177° C)
	(Transient operation is limited to 20 minutes)	

## Engine Limits, (cont'd)

Pratt &amp; Whitney

PW4460

## Fuel and Oil Pressure Limits:

Fuel pressure limits apply at the engine fuel pump inlet:

Minimum fuel pressure must be not less than 5 psig (34.46 kPa, gage) above the true vapor pressure of the fuel.

Maximum fuel pressure must be not greater than 70 psig with a vapor-to-liquid ratio of zero.

Oil pressure, minimum 70 psid

(However, temporary interruption of oil pressure associated with negative "g" operation is limited to 30 seconds maximum. Normal oil pressure will be restored rapidly once the negative "g" effect has been eliminated.)

## Engine Limits,

Pratt &amp; Whitney

PW4462:

Takeoff thrust, sea level, static (5 min), lb.	62,000
Maximum continuous thrust, sea level, static thrust, lb.	51,050
Flat rating ambient temperature takeoff	86° F (30° C)
Maximum continuous	86° F (30° C)
Maximum permissible engine rotor speeds:	
Low pressure rotor (N <sub>1</sub> )	4,012 rpm (111.4%)
High pressure rotor (N <sub>2</sub> )	10,450 rpm (100.0%)
Maximum permissible exhaust temperatures:	
Takeoff (5 min)	1202° F (650° C)
Maximum continuous	1157° F (625° C)
Starting on ground	995° F (535° C)
Starting in flight	1202° F (650° C)
Maximum permissible oil outlet temperatures:	
Continuous operation	325° F (163° C)
Transient operation	350° F (177° C)
(Transient operation is limited to 20 minutes)	
Fuel and Oil Pressure Limits:	
Fuel pressure limits apply at the engine fuel pump inlet:	
Minimum fuel pressure must be not less than 5 psig (34.46 kPa, gage) above the true vapor pressure of the fuel.	
Maximum fuel pressure must be not greater than 70 psig with a vapor-to-liquid ratio of zero.	
Oil pressure, minimum 70 psig	
(However, temporary interruption of oil pressure associated with negative "g" operation is limited to 30 seconds maximum. Normal oil pressure will be restored rapidly once the negative "g" effect has been eliminated.)	

APU Limits:  
(if installed)

AIRsearch TSCP700-4E

Power Rating Maximum at sea level 189 hp



APU Limits: (cont'd)  
(if installed)

Rotor Speeds

Low pressure speed (N <sub>1</sub> )	31,570 rpm (110%)
High pressure speed (N <sub>2</sub> )	38,830 rpm (110%)

Exhaust Gas Temperature -

Starting	1602° F (872° C)
Continuous	1085° F (585° C)

Airspeed Limits:  
(CAS)

V<sub>mo</sub>/M<sub>mo</sub> (MAXIMUM OPERATING)

<u>ALTITUDE (feet)</u>	<u>KEAS</u>	<u>KCAS</u>
At sea level	350	350
10,000	359.6	365
25,670	345.54	365
above 25,670	.87 Mach	.87 Mach

For additional airspeed limits below 90% wing tip fuel, see FAA Approved Airplane Flight Manual.

V<sub>a</sub> (maneuvering). See FAA Approved Airplane Flight Manual.

FLAP AND SLAT SPEEDS:

FLAP	SLAT	SPEED	MACH	GROSS WEIGHT
0	ext	280	.55	MTOGW
15	ext	255	.51	MTOGW
22	ext	240	.51	MTOGW
25	ext	229	.51	MTOGW
28	ext	219	.51	MLW+3000 lb.
35	ext	198	.51	MLW+3000 lb.
50	ext	178	.51	MLW+3000 lb.

V<sub>lo</sub> (LANDING GEAR SPEEDS:)

Gear Extension = 260 KCAS  
 Gear Retraction = 230 KCAS to .7 MACH  
 V<sub>le</sub> Landing Gear Extended = 300 KCAS

V (Landing Light Extension)

Maximum Speed in Extension, Retraction, or Extended Position: V<sub>mo</sub>/M<sub>mo</sub>

V (FUEL DUMP SPEED) No speed restriction is imposed upon the airplane during the time period in which fuel is being dumped.

C.G. Range: See MD-11 Weight and Balance Manual Report No. MDC-K0032.

## MD-11

Maximum Weight:	610,000pound Takeoff Weight	618,000pound Takeoff Weight	625,000pound Takeoff Weight	630,500pound Takeoff Weight	
	(See Serial Numbers Eligible)				
					Center Main Gear Retracted
Taxi and Ramp	613,000 lb.	621,000 lb.	628,000 lb.	633,000 lb.	448,000 lb.
Takeoff <sup>45, 46</sup>	610,000 lb.	618,000 lb.	625,000 lb.	630,500 lb.	445,000 lb.
Landing <sup>47</sup>	458,000 lb.	458,000 lb.	458,000 lb.	458,000 lb.	400,000 lb.
Zero Fuel <sup>48</sup>	430,000 lb.	430,000 lb.	430,000 lb.	430,000 lb.	370,000 lb.
Gear Jacking Weight	613,000 lb.	621,000 lb.	628,000 lb.	633,000 lb.	
Fuselage and Wing Jack Weight	508,000 lb.	508,000 lb.	508,000 lb.	508,000 lb.	

Minimum Crew: For all flights: pilot, copilot.

Maximum  
Passengers: (See NOTE 6)

Maximum  
Baggage: (See Weight and Balance Manual)

Fuel Capacity:

FUEL TANK CAPACITY (lb.)						
CAPACITY	1 MAIN	2 MAIN	3 MAIN	AUX	FWD CARGO AUX <sup>49</sup>	TAIL
MAX 7.1 lb./gal	42,908	67,863	42,908	103,968	21,724	13,908
USABLE 6.7 lb./gal	40,491	64,040	40,491	98,111	20,500	13,124
UNDUMPABLE 6.7 lb./gal	12,973	13,917	12,973	0	0	0

<sup>45</sup> All MD-11 passenger aircraft are eligible for 618,000 pounds maximum takeoff weight when modified per Douglas Service Bulletin 103-1 or production equivalent.

<sup>46</sup> All MD-11 airplanes are eligible for 630,500 pound maximum takeoff weight when modified in accordance with Douglas Service Bulletins MD11-28-079, MD11-31-073 (or equivalent chapter 31 FMC and FCC Program Option approved Service Bulletin), MD11-32-057, and MD11-57-032 or Service Modification Drawing Number SM11570020 Revision A, or production equivalent.

<sup>47</sup> Fuel dump valves required for operation in excess of maximum landing weight (See NOTE 1 (f)).

<sup>48</sup> All weight in the airplane above this weight must be fuel.

<sup>49</sup> Applicable when forward cargo auxiliary fuel tank is installed per Douglas Service Modification Drawing SM11280036 Revision E, or production equivalent.

Fuel Capacity: (cont'd)

Note:	---an additional 436 lb. (6.7 lb./gal) of useable fuel is available from manifold piping upon the completion of crossfeeding.
Note:	This fuel is made available when the MANF DRAIN alert is displayed.
Note:	An additional 173 lb. (6.7 lb./gal) usable fuel in the engine and lines is available to the engine on the fuel runout. No action is required to make this fuel available.

Oil Capacity: 22 to 23 quarts Indicated 26 to 27 quarts (tank)

Maximum

Operating

Altitude: 43,200 feet

MAC: 295.8 inches (Leading Edge of MAC Station 1312)

Service Life

Limits: See NOTE 3.

MD-11

Serial Numbers

Eligible: Maximum Takeoff Weight of 610,000 lbs.

(See Note 10)

GE Powered: 48416, 48417, 48426, 48427, 48428, 48431, 48449, 48450, 48459, 48461, 48512, 48513

P&W Powered: 48484, 48485, 48486, 48538

Maximum Takeoff Weight of 618,000 lbs.<sup>50</sup>

GE Powered: 48404, 48405, 48406, 48413, 48414, 48418, 48426, 48427, 48428, 48429, 48430, 48431, 48439, 48451, 48499, 48500, 48501, 48502, 48503, 48504, 48552, 48555, 48596, 48597.

P&W Powered: 48437, 48443, 48444, 48445, 48446, 48447, 48452, 48453, 48454, 48455, 48456, 48457, 48469, 48472, 48473, 48475, 48476, 48477, 48478, 48479, 48480, 48488, 48495, 48496, 48518, 48519, 48520, 48521, 48565, 48566, 48571, 48572, 48573, 48600, 48601, 48623.

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<sup>50</sup> All MD-11 passenger airplanes are eligible for 618,000 pound maximum takeoff weight when modified in accordance with Douglas Service Bulletin 103-1 or production equivalent.

## MD-11

## Serial Numbers

Eligible: (cont'd) Maximum Takeoff Weight of 625,500 lbs<sup>51</sup>

(See Note 10)

GE Powered: 48415, 48542, 48543, 48556, 48557, 48558, 48559, 48560, 48561, 48562, 48563, 48581, 48630.

P&amp;W Powered: 48532, 48533, 48539, 48574, 48575, 48576, 48577, 48578, 48579.

Maximum Takeoff Weight of 630,500 lbs. <sup>52</sup>

GE Powered: 48564, 48753, 48755, 48758, 48766, 48769, 48780.

P&amp;W Powered: 48540, 48541, 48623, 48624, 48634, 48743, 48746, 48774, 48756

## Other

Information: See "Data Pertinent to All Models"

**IX - Model MD-11F (Transport Aircraft), Approved November 8, 1990**

Engines: See Section VIII (MD-11)

Fuel: See NOTE 4.

Oil: See NOTE 5.

Engine Limits: See Section VIII (MD-11)

APU Limits:  
(if installed) See Section VIII (MD-11)

Airspeed Limits: See Section VIII (MD-11)

C.G. Range: See MD-11 Weight and Balance Manual Report No. MDC-K5542.

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<sup>51</sup> All MD-11 passenger airplanes are eligible for 625,500 pound maximum takeoff weight when modified in accordance with Douglas Service Bulletin 103-009 or production equivalent.

<sup>52</sup> All MD-11 passenger airplanes are eligible for 630,500 pound maximum takeoff weight when modified in accordance with Douglas Service Bulletins MD11-28-079, MD11-31-073 (or equivalent chapter 31 FMC and FCC Program Option approved Service Bulletin), MD11-32-057, and MD11-57-032, or Service Modification Drawing Number SM11570020 Revision A, or production equivalent.

## MD-11F

Maximum Weight:  
(see Note 10)

	610,000pound Takeoff Weight	618,000pound Takeoff Weight	625,000pound Takeoff Weight	630,500pound Takeoff Weight	Center Main <u>Gear Retracted</u>
	<u>(See Serial Numbers Eligible)</u>				
Taxi and Ramp	613,000 lb.	621,000 lb.	628,000 lb.	633,000 lb.	448,000 lb.
Takeoff	610,000 lb.	618,000 lb.	625,000 lb.	630,500 lb.	445,000 lb.
Landing <sup>53</sup>	471,500 lb.	471,500 lb.	481,500 lb.	491,500 lb.	400,000 lb.
Zero Fuel <sup>54</sup>	451,300 lb.	451,300 lb.	451,300 lb.	461,300 lb.	370,000 lb.
Gear Jacking Weight	613,000 lb.	621,000 lb.	628,000 lb.	633,000 lb.	
Fuselage and					
Wing Jack Weight	508,000 lb.	508,000 lb.	508,000 lb.	508,000 lb.	

Minimum Crew: For all flights: Pilot, Copilot.

Maximum  
Passengers: "None. Approved for cargo only." (See NOTE 6).

Maximum  
Baggage: (See Weight and Balance Manual)

Fuel Capacity: See Section VIII MD-11

Oil Capacity: See Section VIII MD-11

Maximum  
Operating  
Altitude: 43,200 feet

MAC: 295.8 inches (Leading Edge of MAC Station 1312)

Service Life  
Limits: See NOTE 3

MD-11F  
Serial Numbers  
Eligible:  
(See Note 10)

Maximum Takeoff Weight of 610,000 lbs.

GE Powered: 48401, 48402, 48426, 48427, 48428, 48429, 48430, 48459, 48460, 48461, 48514,  
48528, 48547, 48548, 48549, 48602, 48603, 48605.

<sup>53</sup> Fuel dump valves required for operation in excess of maximum landing weight. (See NOTE 1(f)).

<sup>54</sup> All weight in the airplane above this weight must be fuel.

## MD-11F

## Serial Numbers

Eligible: Maximum Takeoff Weight of 618,000 lbs. <sup>55</sup>  
 (See Note 10)

P&W Powered: 48408

Maximum Takeoff Weight of 625,500 lbs. <sup>56</sup>

GE Powered: 48420, 48487, 48544, 48545, 48546, 48747, 48748, 48749, 48767

P&W Powered: 48616, 48617, 48618, 48629, 48631, 48632, 48633.

Maximum Takeoff Weight of 630,500 lbs. <sup>57</sup>

GE Powered: 48407, 48410 - 48412, 48421, 48434 - 48436, 48458, 48481, 48489 - 48491, 48505, 48523, 48527, 48544, 48550, 48551, 48553, 48598, 48744, 48745, 48754, 48768, 48770, 48773, 48775, 48776, 48777, 48778, 48779, 48781 - 48787, 48789, 48790, 48793, 48794, 48798 - 48806.

P&W Powered: 48458, 48470, 48471, 48497, 48498, 48757, 48788, 48791, 48792, 48795 - 48797.

## Other

Information: See "Data Pertinent to All Models"

**X – Model MD-10-10F (Transport Aircraft), Approved May 9, 2000**

Engines: 3 General Electric CF6-6D or CF6-6K Turbofan Engines

Fuel: See NOTE 4.

Oil: See NOTE 5.

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<sup>55</sup> All MD-11F freighter airplanes are eligible for 618,000 pound maximum takeoff weight when modified in accordance with Douglas Service Bulletin 103-1 or production equivalent.

<sup>56</sup> All MD-11F freighter airplanes are eligible for 625,500 pound maximum takeoff weight when modified in accordance with Douglas Service Bulletin 103-009 or production equivalent.

<sup>57</sup> All MD-11F Freighter airplanes are eligible for 630,500 pound maximum takeoff weight when modified in accordance with Douglas Service Bulletins MD11-28-079, MD11-31-073 (or equivalent chapter 31 FMC and FCC Program Option approved Service Bulletin), MD11-32-057, and MD11-57-032, or Service Modification Drawing Number SM11570020 Revision A, or production equivalent.

Engine Limits:	<u>CF6-6D/-6K</u>	
Takeoff Thrust. Sea Level, Static (5 min) - flat to 88°F		39,300 lb.
Maximum Continuous (flat to 77°F)		37,500 lb.
Maximum permissible engine rotor operating speeds		
N <sub>1</sub> (Low Compressor)		3810 rpm (111%)
N <sub>2</sub> (High Compressor)		9925 rpm (101%)
Maximum permissible engine temperature		
Turbine exhaust gas temperatures at turbine outlet		
Take off (5 min.)		1670°F (910°C)
Maximum Continuous		1616°F (880°C)
Maximum Acceleration (2 min.)		1697°F (925°C)
Starting (Max. Transient for 40 sec.)		1652°F (900°C)
(Max. No Time Limit)		1382°F (750°C)
Maximum permissible oil outlet temperature		
Continuous operation		320°F (160°C)
Transient operation <sup>58</sup>		347°F (175°C)
APU Limits: (if installed)	AiResearch TSCP700-4B	
Power Rating Maximum at sea level		189 hp
Rotor Speeds		
Low pressure speed (N <sub>1</sub> )		31,570 rpm (110%)
High pressure speed (N <sub>2</sub> )		38,830 rpm (110%)
Exhaust Gas Temperature		
Maximum during operation		1085°F (585°C)
Maximum indicated temperature during each starting cycle		1085°F (585°C)
Airspeed Limits: (CAS)		
V <sub>MO</sub> /M <sub>MO</sub> (Maximum Operating)		
At Sea Level		340K
At 27,860 ft.		340K (M=0.85)
At 42,000 ft.		248K (M=0.85)
V <sub>A</sub> (Maneuvering)		See FAA Approved Airplane Flight Manual
V <sub>FE</sub> <u>Flap Position (Inboard)</u>		
5°		260K (M = 0.51)
15°		250K (M = 0.51)
20°		233K (M = 0.51)
25°		214K (M = 0.51)
35°		187K (M = 0.51)
50°		171K (M = 0.51)

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<sup>58</sup> Transient operation above 320°F (160°C) is limited to 15 minutes.

Airspeed Limits: (cont'd)  
(CAS)

VSLAT (Slat Operating)

Takeoff and Approach:

Flap Position (Inboard)

5 <sup>0</sup>	260K (M = 0.51)
15 <sup>0</sup>	250K (M = 0.51)
25 <sup>0</sup>	214K (M = 0.51)

Airspeed Limits: (cont'd)  
(CAS)

Landing

Flap Position (Inboard)

35 <sup>0</sup>	187K (M = 0.51)
50 <sup>0</sup>	171K (M = 0.51)

Autoslat

Flaps retracted

260K (M = 0.51)

Airspeed Limits: (cont'd)  
(CAS)

V<sub>LO</sub> (Landing Gear)

Retraction

230K (M = 0.70)

Extension

260K (M = 0.70)

V<sub>LE</sub> (Landing Gear Extended)

300K (M = 0.70)

V (Landing light extension)

Maximum speed extension retraction,  
or extended position

V<sub>MO</sub>/M<sub>MO</sub>

V (Fuel Dump)

325K up to 28,000 feet  
M = 0.82 above 28,000 feet

C.G. Range: See the appropriate FAA Approved Airplane Flight Manual and Weight and Balance Manual.

MD-10-10F

Maximum Weight:  
(See Note 10)

For Takeoff Weight  
440,000 pounds  
(See Serial Numbers Eligible)

Taxi and Ramp	443,000 lb.
Takeoff	440,000 lb.
Landing <sup>59</sup>	375,000 lb.
Zero Fuel <sup>60</sup>	355,000 lb.
Gear Jacking Weight	443,000 lb.
Fuselage and Wing Jack Weight	388,000 lb.

Minimum Crew: For all flights: Pilot, Copilot.

Maximum

Passengers: "None. Approved for cargo only." (See NOTE 23).

<sup>59</sup> Fuel dump valves required for operation in excess of maximum landing weight. See NOTE 1(f).

<sup>60</sup> All weight in airplanes above this weight must be fuel.



Maximum  
Baggage: (See Weight and Balance Manual).

Fuel Capacity: Fuel Tank Capacity (pounds)

<u>Location</u>	<u>Structural</u>	<u>Usable (6.7 lb./gal.)</u>	<u>Arm (inches)</u>
Main No. 1	42,579	40,116	1488
Main No. 2	68,998	64,969	1296
Main No. 3	42,579	40,116	1488
Crossfeed Manifold & Lines		609	1429

Oil Capacity: 24.3 lb./engine usable at 8.1 lb./gal. with wing engines moment arm at 1125 in. and tail engine moment arm at 2200 in.

Maximum Operating  
Altitude: 42,000 feet

MAC: 300.682 inches (Leading Edge of MAC Station 1299.83)

Service Life  
Limits: See NOTE 3

MD-10-10F  
Serial Numbers  
Eligible: Conversion from DC-10-10 or -10F to MD-10-10F (See NOTE 24).  
(See Note 10)

Maximum Takeoff Weight of 440,000 pounds

- 46521, 46600, 46610, 46620, 46625, 46627, 46630, 46633, 46634, 46636, 46989, 47965, 48260 - 48262,  
48263.

Other  
Information: See "Data Pertinent to All Models"

#### **XI Model MD-10-30F (Transport Aircraft), Approved May 9, 2000**

Engines: 3 General Electric CF6-50C2 Turbofan Engines.

Fuel: See NOTE 4.

Oil: See NOTE 5.

Engine Limits:	-		
	=	<u>CF6-50C2</u>	=
Static Thrust, Sea Level Takeoff <sup>61</sup>	-	51,800 lb.	-
Maximum Continuous (flat to 86°F)	-	46,300 lb.	-

<sup>61</sup> 5 minutes flat to 86°F.

## Engine Limits: (cont'd)

CF6-50C2Maximum permissible engine  
rotor operating speedsN<sub>1</sub> (Low Compressor) 4102 rpm (119.5%)N<sub>2</sub> (High Compressor) 10761 rpm (109.5%)Maximum permissible engine temperature  
Turbine exhaust gas temperature at turbine outlet

Takeoff (5 min.) 1733°F (945°C)

Maximum Continuous 1670°F (910°C)

Maximum for Acceleration  
(2 min.) 1760°F (960°C)Starting  
(Max. Transient for 40 sec.) 1652°F (900°C)  
(Max. no time limit) 1382°F (750°C)Maximum permissible oil  
outlet temperature

Continuous Operation 320°F (160°C)

Transient Operation <sup>62</sup> 347°F (175°C)APU Limits:  
(if installed)

AiResearch TSCP700-4B

Power Rating Maximum at sea level 189 hp

Rotor Speeds

Low pressure speed (N<sub>1</sub>) 31,570 rpm (110%)High pressure speed (N<sub>2</sub>) 38,830 rpm (110%)

Exhaust Gas Temperature

Maximum during operation 1085°F (585°C)

Maximum indicated temperature  
during each starting cycle

1085°F (585°C)

Airspeed Limits:  
(CAS)V<sub>MO</sub>/M<sub>MO</sub> (Maximum Operating)

At Sea Level 350K

At 10,000 ft. 376K

At 24,820 ft. 376K (M = 0.88)

At 42,000 ft. 258K (M = 0.88)

V<sub>A</sub> (Maneuvering)

See FAA Approved Airplane Flight Manual

<sup>62</sup> Transient operation above 320°F (160°C) is limited to 15 minutes.

Airspeed Limits: (cont'd)  
(CAS)

VFE	Flap Position (Inboard)	For Takeoff Weight 565,000 lb. (See Serial Numbers Eligible)	For Takeoff Weights 572,000 lb./580,000 lb. (See Serial Numbers Eligible)
	5 <sup>0</sup>	260K (M = 0.51)	270K (M = 0.55)
	15 <sup>0</sup>	255K (M = 0.51)	255K (M = 0.51)
	20 <sup>0</sup>	240K (M = 0.51)	240K (M = 0.51)
	25 <sup>0</sup>	221K (M = 0.51)	221K (M = 0.51)
	35 <sup>0</sup>	194K (M = 0.51)	194K (M = 0.51)
	50 <sup>0</sup>	178K (M = 0.51)	178K (M = 0.51)
VSLAT (Slat Operating)			
Takeoff and Approach			
	<u>Flap Position</u>		
	5 <sup>0</sup>		
		260K (M = 0.51)	270K (M = 0.55)
	15 <sup>0</sup>	255K (M = 0.51)	255K (M = 0.51)
	25 <sup>0</sup>	221K (M = 0.51)	221K (M = 0.51)
Landing			
	<u>Flap Position</u>		
	35 <sup>0</sup>	194K (M = 0.51)	194K (M = 0.51)
	50 <sup>0</sup>	178K (M = 0.51)	178K (M = 0.51)
Autoslat			
	<u>Flaps retracted</u>	260K (M = 0.51)	270K (M = 0.55)
V <sub>LO</sub> Landing Gear			
	Retraction	230K (M = 0.70)	230K (M = 0.70)
	Extension	260K (M = 0.70)	260K (M = 0.70)
V <sub>LE</sub> (Landing Gear Extended)			
		300K (M = 0.70)	300K (M = 0.70)
V (Landing light extension) -			
	Maximum speed in extension, retraction, or extended position	V <sub>MO</sub> /M <sub>MO</sub>	
V (Fuel Dump)			
		325K up to 28,000 feet M = 0.82 above 28,000 feet	

C.G. Range: See the appropriate FAA Approved Airplane Flight Manual and Weight and Balance Manual.

## MD-10-30F

Maximum Weight:  
(See Note 10)

For Takeoff Weight  
565,000 pound  
(See Serial Numbers Eligible)

572,000 pound  
(See Serial Numbers Eligible)

	<u>Center Main Gear Extended</u>	<u>Center Main Gear Retracted</u>	<u>Center Main Gear Extended</u>	<u>Center Main Gear Retracted or Removed</u>
Taxi and Ramp	568,000 lb.	463,000 lb.	575,000 lb.	478,000 lb.
Takeoff <sup>63</sup>	565,000 lb.	460,000 lb.	572,000 lb.	475,000 lb.
Landing <sup>64</sup>	421,000 lb.	400,000 lb.	424,000 lb.	400,000 lb.
Zero Fuel <sup>65</sup>	401,000 lb.	391,000 lb.	401,000 lb.	391,000 lb.
Gear Jacking Wt. Fuselage & Wing Jack Weight	568,000 lb.	463,000 lb.	575,000 lb.	478,000 lb.
	508,000 lb.	463,000 lb.	508,000 lb.	478,000 lb.

For Takeoff Weight  
580,000 pounds  
(See Serial Numbers Eligible)

	<u>Center Main Gear Extended</u>	<u>Center Main Gear Retracted or Removed</u>
Taxi and Ramp	583,000 lb.	478,000 lb.
Takeoff <sup>66</sup>	580,000 lb.	475,000 lb.
Landing <sup>67</sup>	424,000 lb.	400,000 lb.
Zero Fuel <sup>68</sup>	401,000 lb.	391,000 lb.
Gear Jacking Wt. Fuselage & Wing Jack Weight	583,000 lb.	478,000 lb.
	508,000 lb.	478,000 lb.

Minimum Crew: For all Flights: Pilot, Copilot

Maximum

Passengers: "None. Approved for cargo only." (See NOTE 23).

<sup>63</sup> For takeoff weights above 555,000 pounds, 28 ply main landing gear tires and modification per Douglas Service Bulletin 57-28 or equivalents are required.

<sup>64</sup> Fuel dump valves required for operation in excess of maximum landing weight. See NOTE 1 (f).

<sup>65</sup> All weight in airplane above this weight must be fuel.

<sup>66</sup> For takeoff weights above 555,000 pounds, 28 ply main landing gear tires and modification per Douglas Service Bulletin 57-28 or equivalents are required.

<sup>67</sup> Fuel dump valves required for operation in excess of maximum landing weight. See NOTE 1 (f).

<sup>68</sup> All weight in airplane above this weight must be fuel.

Maximum  
Baggage: (See Weight and Balance Manual).

Fuel Capacity: Fuel Tank Capacity (pounds)

<u>Location</u>	<u>Usable Structural</u>	<u>(6.7 lb./gal.)</u>	<u>Usable <sup>69</sup> (6.7 lb./gal.)</u>	<u>Arm (inches)</u>
Main No. 1	43,202	40,203	40,704	1492.6
Main No. 2	69,495	64,969	65,438	1296.0
Main No. 3	43,202	40,203	40,704	1492.6
Center Wing Auxiliary	104,141	97,409	98,111	1266.1
Crossfeed Manifold & Lines		609	609	1420.5

**NOTE:** The integrity of the transfer system must be demonstrated per Maintenance Manual, Chapter 28-21-100, section titled "Manifold Integrity Check" whenever the system is disturbed for maintenance. Also, if the tank overfilled light is illuminated any time during fueling, comply with the caution note in Chapter 12-11-04, section titled "Safety and Operating Precautions", item pertaining to tank overfilled condition.

Oil Capacity: 24.3 lb./engine usable at 8.1 lb./gal. with wing engines moment arm at 1125 in. and tail engine moment arm at 2200 in.

Maximum  
Operating  
Altitude: 42,000 feet

MAC: 295.78 inches (Leading Edge of MAC St. 1311.95)

Service Life  
Limits: See NOTE 3.

MD-10-30F  
Serial Numbers  
Eligible: Conversion from DC-10-30 or -30F to MD-10-30F (See note 24).  
(See Note 10)

Maximum Takeoff Weight of 565,000 pounds  
46800, 46802, 46871.

Maximum Takeoff Weight of 572,000 pounds

Maximum Takeoff Weight of 580,000 pounds  
48300, 48314.

Other  
Information: See "Data Pertinent to All Models"

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<sup>69</sup> When modified per Douglas Service Bulletins 28-27 and 28-32 or equivalents.

**DATA PERTINENT TO ALL MODELS**

Datum: For DC-10: 239 inches forward of fuselage nose (Station 0)  
 For MD-11: 139 inches forward of fuselage nose (Station 0)  
 For MD-10: 239 inches forward of fuselage nose (Station 0)

Leveling Means: One of the following three systems in each airplane:

- (a) Two sets of lugs in nose wheel well
  - (1) DC-10: Lateral at station 595  
 MD-11: Lateral on centerline 2 inches forward of station 495.  
 MD-10: Lateral at station 595
  - (2) DC-10: Longitudinal 24 inches left of centerline, 20 inches and 40 inches forward of station 595.  
 MD-11: Longitudinal 24 inches left of centerline, 20 inches and 40 inches forward of station 495.  
 MD-10: Longitudinal 24 inches left of centerline, 20 inches and 40 inches forward of station 595.
- (b) Plumb bob and grid plate at station 1516 aft bulkhead, right hand main gear wheel well, if installed per Service Bulletin 53-52.
- (c) Set of lugs at station 1521 in right hand main gear wheel well. Lay flat plate on which to put level for either lateral or longitudinal.

Control Surface: To ensure proper operation of the airplane, the movement of the various control surfaces must be carefully controlled by proper rigging of the Flight Control Systems. The airplane must therefore be rigged in accordance with the following:

- For DC-10: Douglas Drawing NXH 6004, "Rigging Procedures," and NXH-6005, "Throws - Flight Controls."
- For MD-11: Douglas Drawing NXH 7604, "Rigging Procedures," and NXH-6705, "Throws - Flight Controls."
- For MD-10: Douglas Drawing SP10270016, "Rigging Procedures," and NXH-6005, "Throws - Flight Controls."

**Certification**

Basis: For all Model DC-10 airplanes issuance of a Type Certificate is based upon compliance with the following:

- (1) FAR 25, dated February 1, 1965, with Amendments 1 through 22 "Airworthiness Standards: Transport Category Airplanes," and FAR 25.471 of Amendment 25-23.
- (2) FAR Part 36 "Noise Standards: Aircraft Type Certification."
- (3) Special Conditions No. 25-18-WE-7 dated January 7, 1970 and Special Conditions No. 25-18-WE-7, Amendment No. 1 dated July 9, 1971.<sup>70</sup>

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<sup>70</sup> See NOTE 7

Certification  
Basis: (cont'd)

- (4) Special Condition No. 25-46-WE-14 dated October 26, 1972. (Models DC-10-30, DC-10-30F, DC-10-40, and DC-10-40F)

Compliance with the following optional requirements has been established:

Ditching Provisions 25.801  
(Overwater operation can be approved when the aircraft has been equipped and installation has been approved according to FAR 25.801)

Ice Protection Provisions 25.1419

The following exemptions are part of the DC-10 certification

1. Number 1573 issued April 28, 1972 - exemption from §25.807(c)(5) to permit evacuation with a passenger seating capacity of 80 for a pair of oversize Type I exits.
2. Number 2453 issued September 26, 1977 - exemption from §25.807(c)(1) to permit evacuation of passengers with either of the following exit-seat configurations:
  - a. one oversize Type I emergency exit meeting the conditions specified in Exemption No. 1573 on each side of the fuselage with a passenger seating capacity of 50; or
  - b. one Type A emergency exit on each side of the fuselage with a passenger seating capacity of 70.
3. Number 6752 dated April 18, 1997, - exemption from 14 CFR §§ 25.785(d), 25.807(c)(1), 25.857(e), and 25.1447(c)(1) for the accommodation of up to four supernumeraries immediately aft of the cockpit on freighter aircraft equipped with a Class E cargo compartment.

For all Model MD-11 airplanes issuance of a Type Certificate is based upon compliance with the following:

- (1) Part 25 of the Federal Aviation Regulations, as amended by Amendments 25-1 through 25-61, except for §§ 25.607, 25.631 <sup>71</sup>, and 25.1309 <sup>72</sup> as amended by Amendment 25-22; §25.109 as amended by Amendment 25-41; and §25.832 <sup>73</sup> and §25.858.
- (2) Special Federal Aviation Regulation (SFAR) 27, as amended by Amendments 27-1 through 27-6 and any later amendments in existence at the time of certification.
- (3) Part 36 of the Federal Aviation Regulations, as amended by Amendments 36-1 through 36-16, and any later amendments in existence at the time of certification. McDonnell Douglas has elected to comply with the Stage 3 noise level requirements.
- (4) Special Condition No. 25-ANM-35 dated October 12, 1990. "Lightning and External High Energy Radio Frequency (RF) Protection and Automatic Longitudinal and Lateral Stability Augmentation System" (All MD-11 Models).

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<sup>71</sup> New structure will comply with Amendment 25-61.

<sup>72</sup> New systems and systems with major changes will comply with Amendment 25-61.

<sup>73</sup> The ozone converters are not required for MD-11F airplanes operated in all cargo configurations.

## CertificationBasis: (cont'd)

Compliance with the following optional requirements has been established:

## Ditching Provisions

25.801

(Overwater operation can be approved when the aircraft has been equipped and installation has been approved according to FAR 25.801)

## Ice Protection Provisions

25.1419

In accordance with Title 14 CFR Part 21.21(b)(1), the following Equivalent Safety Findings (ESF) exist for the MD-11 with respect to the following regulations:

§25.677(b) Trim Position Indicator  
 §25.819 Isolated Cabin Crew Rest module  
 §25.1447(c)(1) & (c)(3) Lavatory oxygen installation  
 §25.1459(a)(6) Flight Data Recorder time marking of SATCOM Transmissions

The following exemptions are part of the MD-11 certification basis:

- (1) Number 1573 issued April 28, 1972 - exemption from §25.807(c)(5) to permit evacuation with a passenger seating capacity of 80 for a pair of oversize Type I exits.
- (2) Number 2453 issued September 26, 1977 - exemption from §25.807(c)(1) to permit evacuation of passengers with either of the following exit-seat configurations:
  - a. one oversize Type I emergency exit meeting the conditions specified in Exemption No. 1573 on each side of the fuselage with a passenger seating capacity of 50; or
  - b. one Type A emergency exit on each side of the fuselage with a passenger seating capacity of 70.
- (3) Number 5405 issued February 11, 1992, - exemption from §25.813(e) to permit installation of a door between passenger compartments.
- (4) Number 6656 dated December 4, 1996 and April 3, 1997, - exemption from 14 CFR §§ 25.785(d), 25.807(c)(1), 25.857(e), and 25.1447(c)(1) for the accommodation of up to two supernumeraries immediately aft of the cockpit. And crew rest facility immediately aft of the smoke barrier and crash net, on MD-11 freighter aircraft equipped with a Class E cargo compartment.
- (5) Number 6753 April 21, 1998, - exemption from 14 CFR §§ 25.785(d), 25.807(c)(1), 25.857(e), and 25.1447(c)(1) for the accommodation of up to five supernumeraries immediately aft of the cockpit on MD-11 freighter aircraft equipped with a Class E cargo compartment

For all Model MD-10 airplanes issuance of a Type Certificate is based upon compliance with the following:

- (1) 14 CFR Part 25 of the Federal Aviation Regulations, dated February 1, 1965, with Amendments 1 through 22 "Airworthiness Standards: Transport Category Airplanes," and FAR 25.471 of Amendment 25-23, for all areas not affected by the change.
- (2) 14 CFR Part 25 of the Federal Aviation Regulations, dated February 1, 1965, including Amendments 25-1 through 25-89 for all areas affected by the change. The following list indicates the FAR's that are complied with through Amendment Level 25-89

## Certification

Basis: (cont'd)



- (3) Compliance as defined in McDonnell Douglas Report MDC 97K1097 where some equipment installations and equipment comply with §25.1309 as amended by Amendment 25-22 and others comply with §25.1309 as amended through Amendment 25-89.
- (4) 14 CFR Part 36 of the Federal Aviation Regulations "Noise Standards: Aircraft Type Certification", effective December 1, 1969, including Amendments 36-1 through 36-22.
- (5) 14 CFR Part 34 of the Federal Aviation Regulation "Fuel Venting and Exhaust Emissions Requirements" effective September 10, 1990, Amendment 34-1 through 34-3.
- (6) Special Conditions No. 25-18-WE-7 dated January 7, 1970 and Special Conditions No. 25-18-WE-7, Amendment No. 1 dated July 9, 1971.<sup>74</sup>
- (7) Special Condition No. 25-46-WE-14 dated October 26, 1972. (Models DC-10-30, DC-10-30F, DC-10-40, and DC-10-40F.)
- (8) Special Condition "High Intensity radiated Fields (HIRF)" Special Condition No. 25-156-SC dated February 15, 2000.
- (9) Special Condition No. 25-ANM-35 dated October 12, 1990. "Lightning and External High Energy Radio Frequency (RF) Protection" (On components originally certified on MD-11 Models, see McDonnell Report MDC 97K1097 where some equipment installations and equipment comply.)

Ditching Provisions 25.801  
(Overwater operation can be approved when the aircraft has been equipped and installation has been approved according to FAR 25.801.)

The following exemption is part of the MD-10 certification basis:

<sup>74</sup> See NOTE 7

- (1) Number 6873 issued March 23, 1999, - exemptions from 14 CFR §§ 25.785(d), 25.807(c)(1), 25.857(e), and 25.1447(c)(1) for the accommodations up to four supernumeraries in a "courier area" aft of the cockpit door and forward of a rigid cargo barrier. Or allow up to two supernumeraries in a "courier module" area aft of the cockpit door and forward of a 9g crash net MD-10 freighter aircraft equipped with a Class E cargo compartment.

Certification  
Maintenance  
Requirements:

MD-11 Certification Maintenance Requirements (CMR) are listed in FAA approved MDC Report No. MDC-K4174, Revision Q or later FAA approved revision and the engine Type Certificate Data Sheet. The more restrictive requirement from these two documents shall be in force.

MD-10 Certification Maintenance Requirements (CMR) are listed in FAA approved MDC Report No. MDC-99K1069, Revision B or later FAA approved revision and the engine Type Certificate Data Sheet. The more restrictive requirement from these two documents shall be in force.

Production  
Basis:

Production Certificate No. 27, which transferred to production certificate No. 700, on 30 January 1998.

Required  
Equipment:

The basic required equipment as prescribed in the applicable airworthiness regulations (See Certification Basis) must be installed in the aircraft for certification. All of the required equipment that must be installed as well as optional equipment installations approved by the FAA are contained in the following:

DC-10-10 Report No. MDC-J0994, Chapter 2, "Weight and Balance Manual."

DC-10-10F Report No. MDC-J0997, Chapter 2, "Weight and Balance Manual."

DC-10-15 Report No. MDC-J0995, Chapter 2, "Weight and Balance Manual."

DC-10-40 Report No. MDC-J0998, Chapter 2, "Weight and Balance Manual."

DC-10-30 Report No. MDC-J1001, Chapter 2, "Weight and Balance Manual."

DC-10-30F Report No. MDC-J1002, Chapter 2, "Weight and Balance Manual."

DC-10-30F (KC-10A) T.O. 1C-10(K) A-5, Chg. 1 dated March 18, 1981, Section II.

DC-10-30F (KDC-10) Report No. MDC-94K0295, Chapter 2, "Weight and Balance Manual."

DC-10-40F Report No. MDC-J0999, Chapter 2, "Weight and Balance Manual."

MD-11 Report No. MDC-K0032, Chapter 2, "Weight and Balance Manual." Model MD-11.

MD-11 Report No. MDC-K5542, Chapter 2, "Weight and Balance Manual." Model MD-11F.

MD-10-10F Report No. MDC 98K1080, Chapter 2, "Weight and Balance Manual."

MD-10-30F Report No. MDC 99K1043, Chapter 2, "Weight and Balance Manual."

Service  
Information:

McDonnell Douglas Model DC-10, MD-11 and MD-10 Structural Repair Manual, Volume I and Volume IV is FAA approved.

All McDonnell Douglas Service Bulletins and other service information, when FAA approved will carry a statement to this effect.

Automatic  
Landing System  
Limitations:

See NOTE 8.

NOTES

- NOTE 1: (a) Current weight and balance report including list of equipment included in certificated empty weight, and loading instructions must be in each aircraft at the time of original certification and at all times thereafter except in the case of operators having an approved weight control system. The following Douglas Aircraft Company Report or Military Tech. order contains loading information for each airplane and interior arrangement configuration as delivered. This report contains, or refers to, information relative to location of all passenger and crew member seats, location and capacity of all cargo and baggage compartments, buffets, storage spaces and coat rooms, location and capacity of lounges and lavatories, and the required placards in the passenger compartment.

Report No. MDC-J0994, "Weight & Balance Manual", Model DC-10-10.  
 Report No. MDC-J0997, "Weight & Balance Manual", Model DC-10-10F.  
 Report No. MDC-J0998, "Weight & Balance Manual", Model DC-10-40.  
 Report No. MDC-J1001, "Weight & Balance Manual", Model DC-10-30.  
 Report No. MDC-J1002, "Weight & Balance Manual", Model DC-10-30F.  
 T.O. 1C-10(K) A-5, Chg. 1 dated 15 March 1981, "Basic Weight Checklist and Loading Data," KC-10A.  
 Report No. MDC-94K0295, "Weight and Balance Manual", Model DC-10-30F(KDC-10).  
 Report No. MDC-J0999, "Weight & Balance Manual", Model DC-10-40F.  
 Report No. MDC-J0995, "Weight & Balance Manual", Model DC-10-15.

Report No. MDC-K0032, "Weight & Balance Manual", Model MD-11.  
 Report No. MDC-K5542, "Weight & Balance Manual", Model MD-11F.  
 Report No. MDC-K5543, "Weight & Balance Manual", Model MD-11F (Combi)  
 Report No. MDC-93K1163, Chapter 2, "Weight & Balance Manual", Model MD-11F(CF)  
 Report No. MDC 98K1080, "Weight & Balance Manual", Model MD-10-10F  
 Report No. MDC 99K1043, "Weight & Balance Manual", Model MD-10-30F

- (b) The airplane must be loaded so that the C.G. is within specified limits at all times, considering fuel loading and usage, gear retraction, and movement of crew and passengers from their assigned positions. The lateral loading limits contained in the weight and balance document listed above should not be exceeded.
- (c) The weight of system fuel and oil, as defined below, and hydraulic fluid, all of which must be included in the airplane empty weight, is listed in Douglas Master Weight and Balance Manual or Military Tech. Order specified in paragraph (a) above, for each airplane.

System Fuel:

The weight of all fuel required to fill all lines and tanks up to the zero fuel point on the fuel gages in the most critical flight attitude. This includes the unusable tank fuel as defined by FAR Part 25.959. The DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F, MD-11, MD-11F, MD-10-10F and MD-10-30F have 609 pounds and the DC-10-40 and DC-10-40F have 622 pounds (based on 6.7 lb./gal fuel) of usable fuel in the cross feed manifold lines, manifolds, and engine that is not part of the system fuel and must be included in the total usable fuel to obtain correct weight and C.G. for takeoff. (See FAA Approved AFM for approved procedures.)

System Oil:

The weight of oil remaining in the engine, constant speed drive, lines and tanks after subtracting the oil in the tanks which is above the standpipe (zero gage) levels. The engine oil tank capacities shown elsewhere in this data sheet include only the usable oil for which the tanks must be placarded.

- (d) The "Unusable" fuel is that amount of fuel in the tanks which is unavailable to the engines under critical flight conditions as defined in FAR Part 25.959. See Weight and Balance Manual for "Unusable" fuel. This "Unusable" fuel is included in System Fuel as indicated in 1(c) above and need not be accounted for separately.

- (e) Fuel capacities shown in Sections I and II as well as fuel loading and usage procedures are dictated by structural design and to maintain airplane C.G. within approved limits. Fuel must be loaded symmetrically about the airplane centerline and in accordance with the following procedures and used as described below unless alternate procedures are approved and incorporated in the FAA Approved Airplane Flight Manual. The fuel system contains automatic transfer and quantity control features, which will permit main tank-to-engine utilization of all fuel without manual control. During engine-out conditions, symmetrical fuel distribution must be maintained by cross feed or transfer of fuel to the tanks being used.

Fuel Loading - All Model MD-11, all Model MD-10 and all Model DC-10 (including DC-10-30F(KDC-10)) airplanes except DC-10-30F (KC-10A)

Fill all main tanks equally until No. 1 and No. 3 tanks are full. Add additional fuel to No. 2 tank until full. Load remainder into center wing auxiliary fuel tank, if installed on DC-10 or MD-10.

MD-11 only: After filling of center wing aux tank, load remainder of fuel into the horizontal tail fuel tank.

Fuel Loading - (DC-10-30F (KC-10A))

Load fuel per T.O. 1C-10 (K) A-5, Chg. 1, dated 15 March 1981.

Fuel Usage - All Model MD-11, all Model MD-10 and all Model DC-10 airplanes, except KC-10A and KDC-10:

Each main tank feeds its respective engine. Additional fuel added to the lower center wing auxiliary fuel tank, if installed, and the upper center wing auxiliary fuel tank, if installed, is transferred to the three main tanks numbers 1, 2, and 3. Simultaneously as the upper auxiliary tank fuel is used, fuel is transferred to it from the lower auxiliary tank until the lower auxiliary is depleted and the transfer of the fuel from the upper auxiliary tank is continued until it is empty. Fuel transfer is then initiated from No. 2 main tank to main tanks No. 1 and 3 until fuel in all main tanks is equal. Then use fuel equally from each fuel tank.

Fuel Usage - KC-10A Only:

Fuel offloading is accomplished using fuel from the forward and aft fuselage fuel tanks, the center wing tanks and the main tanks as required. When off loading is complete, if the C.G. of the airplane, less usable fuel, is aft of 23.8 percent MAC, 15,000 pounds of fuel must remain in the forward fuel tank until the main fuel tanks are depleted to 5,000 pounds each. The 15,000 pounds in the forward fuselage fuel tanks may then be transferred equally to the main fuel tanks or off loaded.

Fuel Usage - KDC-10 Only:

Fuel off loading is accomplished using fuel from the center wing tanks and the main tanks as required. When off loading is complete, transfer center wing fuel to the three main tanks until the center wing tank is empty. Transfer the excess fuel from the No. 2 main tank to main tanks No. 1 and No. 3 until fuel in all main tanks is equal. Then use fuel equally from each fuel tank.

(f) Fuel Dump

Refer to FAA Approved Airplane Flight Manual for limitations to be observed during fuel dumping. The total undumpable fuel remaining in the fuel tanks after dumping is as follows for fuel weight based on 6.7 lb./gal. fuel:

	All DC-10 Models <u>All MD-10 Models</u>	<u>All MD-11 Models</u>
No.1 Main Tank	12,973 lb.	12,973 lb.
No.2 Main Tank	13,917 lb.	13,917 lb.
No.3 Main Tank	12,973 lb.	12,973 lb.
Center Wing Auxiliary Tank (if installed)	0 lb.	0 lb.
AFT Auxiliary Tank (if installed)		0 lb.
Manifold Piping	436 lb.	436 lb.

Undumpable fuel not applicable to MD-11 tail tank.

NOTE 2: Reserved.

NOTE 3: Life Limited Parts and Airworthiness Limitations:

- (a) DC-10 life limited components are listed in FAA approved Report MDC-J5752.
- (b) MD-11 life limited components and required structural inspections for damage tolerant structure, are listed in FAA approved Report MDC-K5225.
- (c) The DC-10/MD-11 FAA mandatory brake wear limits are contained in FAA Airworthiness Directives or McDonnell Douglas Report MDC-94K1158.
- (d) MD-10 life limited components are listed in the FAA approved Airworthiness Limitations Instructions (ALI) Report MDC-99K1082.
- (e) The MD-10 brake system was not affected by the DC-10 to MD-10 modification, therefore the FAA mandatory brake wear limits are identical to the DC-10 and are contained in the DC-10 portion of McDonnell Douglas Report MDC-K1158.

The life limited components must be replaced as indicated in the appropriate life limit report and revisions thereto. The MD-11 damage tolerance inspections must be conducted in accordance with Report MDC-K5225. The MD-10 damage tolerance inspections must be conducted in accordance with Report MDC-99K1082. Copies of the reports may be obtained from the manufacturer:

Boeing Commercial Airplane Group  
Data and Service Management (C1-L5A)  
Mail Code D800-0024  
3855 Lakewood Blvd.  
Long Beach, CA 90846

NOTE 4: (a) The following fuels are eligible provided and to the extent they are allowed by P&W Service Bulletin No. 2016 for PW engines, or they conform to GE Specification No. D50TF2 for GE engines:

MD-11: Kerosene type fuels MIL-T-5624H (JP-5), MIL-T-83133 (JP-8) and ASTM D 1655-657 (Jet A and A-1). Russian fuels conforming to Specification GOST 10227 (RT and TS-1), Chinese fuel conforming to Specification SY1008-80 (RP-3/Number 3 Jet Fuel), and any fuel conforming to P&W Service Bulletin No. 2016 for PW engines, or any fuel conforming to GE Specification No. D50TF2 for GE engines, may be used separately or mixed in any proportions without adversely affecting the engine operation or power output. No fuel control adjustment is required when switching fuel types.

To Use MIL-T-5624 (JP-4), Jet B, or any wide cut fuels in MD-11 and MD-11F airplanes, McDonnell Douglas Drawing PZV0007 or Production Equivalent must be installed and the following limitations found in the MD-11 AFM Appendix 14 must be applied.

DC-10: Kerosene type fuels MIL-T-5624G (JP-4 and JP-5), ASTM D 1655-65T (Jet A, A-1 and B), and MIL-T-83133 (JP-8). Russian fuels conforming to Specification GOST 10227 (RT and TS-1), Chinese fuel conforming to Specification SY1008-80 (RP-3/Number 3 Jet Fuel), and any fuel conforming to P&W Service Bulletin No. 2016 for PW engines, or any fuel conforming to GE Specification No. D50TF2 for GE engines, may be used separately or mixed in any proportions without adversely affecting the engine operation or power output. No fuel control adjustment is required when switching fuel types.

To use MIL-T-5624 (JP-4), Jet B, or any wide cut fuels in DC-10-10 and DC-10-10F airplanes that have not incorporated Service Bulletin No. 28-13, the following limitations must be applied.

1. A maximum altitude of 10,000 feet with a tank fuel temperature above 80° F.
2. A maximum altitude of 25,000 feet with a tank fuel temperature at 80° F or below.
3. A minimum of two aft tank pumps must be on for engine number 2 operation.
4. A minimum of one aft tank pump must be on for each wing engine.

MD-10: Kerosene type fuels MIL-T-5624G (JP-4 and JP-5), ASTM D 1655-65T (Jet A, A-1 and B), and MIL-T-83133 (JP-8). Russian fuels conforming to Specification GOST 10227 (RT and TS-1), Chinese fuel conforming to Specification SY1008-80 (RP-3/Number 3 Jet Fuel), and any fuel conforming to GE Specification No. D50TF2 for GE engines may be used separately or mixed in any proportions without adversely affecting the engine operation or power output. No fuel control adjustment is required when switching fuel types.

To use MIL-T-5624 (JP-4), Jet B, or any wide cut fuels in MD-10-10F and MD-10-30F airplanes the following limitations found in the MD-10 AFM Appendix 14 must be applied.

- (b) Additives that may be used (in addition to those authorized by GE specification D50TF2 or by P&WA Specification 522, for the respective engines) in the approved fuel are listed below. These additives may be used in combination.
1. Philips PFA-55MB or anti-icing additive to Specifications MIL-I-27686E at a concentration not in excess of 0.15 percent by volume.
  2. Sohio Biobor JF biocide additive at a concentration not in excess of 20 ppm elemental boron (270 ppm total additive).
  3. Shell ASA-3 anti-static additive at a concentration that will provide not in excess of 3000 conductivity units, which is approximately equivalent to one ppm.
- (c) NALCO 5403 or DU PONT DCI-4A corrosion inhibitor fuel additive may be used if concentration delivered to airplane does not exceed 8 lb/1000bbl (23mg/l) of turbine fuel.

NOTE 5: The following oils are eligible for all CF6 engines:

Synthetic type conforming to GE Specification D501F1, classes A or B. GE Service Bulletin No.79-1 lists approved brand oils.

The following oils are eligible for all JT9D engines:

Oil specified in P&WA Specification 521. (P&WA Service Bulletin 238)

- NOTE 6:
- (a) All replacement seats (crew, passenger and lounge), although they may comply with TSO-C39 (for MD-11, TSO-C39b), must also be demonstrated to comply with FAR Part 25.785. Other installations, such as berths, compartments, or items as mass which could create a hazard to the safety of passengers and crew must also be demonstrated to meet the same requirements.
  - (b) For DC-10 model airplanes the maximum number of passengers demonstrated for emergency evacuation is 380. See FAA approved interior schematic drawing for maximum passenger capacities approved for each aircraft when delivered.
  - (c) For MD-11 model airplanes the maximum number of passengers approved for emergency evacuation is 410. Airplanes with a passenger configuration between 400 and 410 passengers require incorporation of McDonnell Douglas Service Bulletin 25-145 or production equivalent. See FAA approved interior schematic drawing for the maximum passenger capacities approved for each aircraft when delivered.

- NOTE 7: For purposes of administration, Special Airframe Conditions Numbers 5-17 contained in Special Conditions No. 25-18-WE-7, Amendment No. 1 dated 9 July 1971 (Docket No. 10058; Amendment No. 1) have been retitled and renumbered. Special Systems Condition No. 3 contained in the aforementioned Special Conditions has also been renumbered. These conditions are contained in the document entitled "SPECIAL CONDITIONS RETITLED AND RENUMBERED BY THE WESTERN REGION" dated 9 July 1971. Flammability requirements for compartment interior materials and electric wiring and cable insulation are also contained in FAR 25.853 and 25.1359(d) as revised by Amendment 25-32.
- NOTE 8: Only those DC-10 model airplanes which meet, in addition to normal maintenance requirements, criteria of McDonnell Douglas Report No. MDC-J1221 dated October 21, 1975, are eligible for Category IIIa auto-landings.
- Only those MD-11 model airplanes which meet, in addition to normal maintenance requirements, the MD-11 Certification Maintenance Requirements (CMR) listed in FAA approved report MDC-K4174, revision Q or later FAA approved revision and have incorporated MD-11 Service Bulletin 22-4 or production equivalent, are eligible for Category IIIb auto-landings.
- MD-10 model aircraft airplanes are eligible for Category IIIb auto-landings.
- NOTE 9: Adding (CF) to the DC-10-10F, DC-10-30F or MD-11F model designation does not alter the aircraft. For example, a DC-10-10F airplane and DC-10-10F (CF) airplane are the same. The convertible freighter "CF" designator signifies that there is a FAA Approved passenger and freighter configuration, delivered by the manufacture, for the aircraft. The "CF" designator may be used in parentheses, but must be accompanied by the official designator (i.e., DC-10-10F (CF)).
- NOTE 10: The identified serial numbers are eligible for these weights when appropriately configured. Specific airplanes may not attain these weights without structural, gear, and other changes. The Airplane Flight Manual (AFM) defines the actual weight approved for each serial number.
- NOTE 11: KC-10A airplanes are tanker/cargo versions of the Model DC-10-30F.  
Prior to operation as a commercial aircraft, the following must be accomplished:
- (a) The maintenance, overhaul and modifications records of each aircraft must be reviewed for changes made by the military services that may affect the airworthiness of the aircraft. Modifications, changes of equipment and repairs, which affect the safety or performance of the aircraft, must be approved by the FAA.
  - (b) All aircraft returned to civil operations must comply with all applicable Airworthiness Directives.
  - (c) All items that are not FAA approved must be removed from the aircraft if they affect the safety or performance of the aircraft.
  - (d) Each deviation from the FAA approved type design as listed on FAA Form 8130-2, "Conformity Certificate - Military Aircraft" that is required for civil certification must be corrected per FAA approved data.
- NOTE 12: The MD-11 incorporates a number of computer systems which feature "option pins" allowing easy selection of variable features (i.e., "split" flight director command bars versus "single cue" flight director command bars - selection of one or the other made by grounding the appropriate connector pin on the Flight Control Computer) Some features are required and are identified as follows:
- (a) On the Ground Proximity Warning System (GPWS) computer, "Envelope Modulation" must be disabled.
- After incorporation of Service Bulletin 34-16 and Service Bulletin 34-17, or production equivalent, "Envelope Modulation" may be enabled.

## NOTE 12: (cont'd)

- (b) On the Automatic Flight System (AFS) computer,  
 "A/P Disconnect Aural warning" must be enabled.  
 "G/S - LOC Capture No Priority" must be disabled.

After incorporation of Service Bulletin 22-05 or production equivalent, "A/P Disconnect Aural Warning" may be disabled.

After incorporation of Service Bulletin 22-10 and Service Bulletin 31-42, or production equivalent, "G/S - LOC Capture No Priority" may be enabled.

- (c) On the Electronic Display System (EIS) DEU,  
 "Tape Engine Instrument" must be disabled.  
 "Deletes Digital Altitude" must be disabled.

After incorporation of Service Bulletin 31-09, or production equivalent, "Tape Engine Instrument" may be enabled.

- (d) On the Flight Management System (FMS) computer,  
 "V Speed Inhibit" must be enabled.  
 "Alternate T/O Thrust #1" must be disabled.  
 "Install Fuel Dipstick 2" must be disabled.  
 "Install BFE ACARS System" must be disabled.  
 "Install Single Weight & Balance System" must be disabled.

After incorporation of Service Bulletin 34-16 or production equivalent, "V Speed Inhibit" may be disabled.

After incorporation of Service Bulletin 34-16 or production equivalent and Collins ACARS P/N 622-9967-001, "Install BFE ACARS System" may be enabled. Also, this option pin maybe enabled when Teledyne Controls ACARS P/N 2231500-2 or 2231500-6A is installed.

After installation of Service Bulletin 34-16 and Service Bulletin 31-30, or production equivalent "Install Single Weight & Balance System" may be enabled.

After incorporation of Service Bulletin 34-33 or production equivalent, "Alternate T/O Thrust #1" may be enabled.

After incorporation of Service Bulletin 34-33 or production equivalent, "Install Fuel Dipstick 2" may be enabled.

NOTE 13: McDonnell Douglas DC-10, MD-11 and MD-10 FAA Approved Maintenance Review Board Reports contain the initial minimum requirements used for development of a maintenance program that meets the requirements for continued airworthiness.

NOTE 14: Engine and APU life limited components are listed in the respective manufacturers overhaul manuals and engine and APU Type Certificate Data Sheets.

NOTE 15: Reserved.

NOTE 16: MD-11F Combi Configuration:

- (a) Factory Serial Numbers (FSN's) 48426, 48427, 48428, 48429 and 48430 are eligible to operate in the all-passenger configuration when the 160 inch main deck cargo door deactivated in accordance with Douglas Report No. MDC-91K0528.



- (b) Factory Serial Numbers (FSN's) 48426, 48427, 48428, 48429 and 48430 are eligible to operate in the Combi, 192 passenger/4 pallet configuration when:

1. Service Bulletin 25-109, Revision 1 or production equivalent is incorporated, and
2. Configured in accordance with Douglas Drawing NZZ6760-1.
3. The upper exterior surface of the fuselage forward of station 1821.0 between longerons 16R and 16L must be painted white. Any deviation to this requirement must be FAA approved.

NOTE 17: The location of flight attendant seats demonstrated to comply with the direct view requirements of FAR 25.785(h)(1), for the MD-11, are shown on the manufacturers interior arrangement drawing, entitled, "FAA Interior Schematic."

NOTE 18: The number of required flight attendants which have been used to demonstrate compliance with the emergency evacuation requirements of FAR 25.803(c) or (d) is as follows:

- (a) For between one (1) and 306 passengers:

One (1) flight attendant for every 50 passenger seats plus two (2) additional flight attendants, when the following slides are installed:

Part Number 60289-101, or -103 at door 1,  
 Part Number 60290-101, or -103 at doors 2 and 4  
 Part Number 60291-101 through -104 at door 3.  
 See note 18(e)

- (b) For between one (1) and 381 passengers and 165 passenger seats or less in Zone "C":

One (1) flight attendant for every 50 passenger seats, when the following slides, or later FAA approved slides are installed:

Part Number 60289-111, or -113 at door 1,  
 Part Number 60290-111, or -113 at doors 2 and 4  
 Part Number 60291-111 through -114 at door 3.  
 See note 18(e)

- (c) For between one (1) and 381 passengers and more than 165 passenger seats or less in Zone "C":

One (1) flight attendant for every 50 passenger seats plus one (1) additional flight attendants when the following slides, or later FAA approved slides are installed:

Part Number 60289-111, or -113 at door 1,  
 Part Number 60290-111, or -113 at doors 2 and 4  
 Part Number 60291-111 through -114 at door 3.  
 See note 18(e)

- (d) For between 382 and 410 passengers:

One (1) flight attendant for every 50 passenger seats plus one (1) additional flight attendant (total of 9 flight attendants maximum), and the following slides, or later FAA approved slides must be installed:

Part Number 60289-115, or -117 at door 1,  
 Part Number 60290-115, or -117 at doors 2 and 4  
 Part Number 60291-115 through -118 at door 3.

If less than eight flight attendants are required for a particular passenger capacity, the flight attendants should be located at each overwing exit first, and then distributed equally throughout the cabin at the exit doors.

If nine flight attendants are required, the ninth should be located at door 2.

The number and location of flight attendants for compliance with FAR 25.803(c) or (d) shall not conflict with the requirements of NOTE 17, and may require additional attendants to meet both requirements.

- (e) AD 92-23-02 amendment 39-8402 effective November 25, 1992 requires upgraded slides to be installed.

NOTE 19: KDC-10 Airplanes Factory Serial Numbers 46956 and 46985 are tanker/cargo versions of the Model DC-10-30F when modified in accordance with Douglas Aircraft Drawing SP10280012, Revision B, dated April 6, 1995.

The KDC-10 is equipped with a Remote Aerial Refueling Operator (RARO) station in the main cabin. Only two RARO stations with the following Part Numbers (P/N) are approved for installation on the KDC-10 aircraft: P/N 1D83300-1, Serial Numbers 0001 and 0002.

Prior to operation as a commercial aircraft, the following must be accomplished:

- (a) The maintenance, overhaul and modifications records of each aircraft must be reviewed for changes made by the military services that may affect the airworthiness of the aircraft. Modifications, changes of equipment and repairs, which affect the safety or performance of the aircraft, must be approved by the FAA.
- (b) All aircraft returned to civil operations must comply with all applicable Airworthiness Directives.
- (c) All items that are not FAA approved must be removed from the aircraft if they affect the safety or performance of the aircraft.

NOTE 20: The DC-10 aircraft is qualified for operations within Reduced Vertical Separation Minimum (RVSM) airspace. See McDonnell Douglas Service Bulletin DC10-34-134 for establishing the basis for operational approval.

NOTE 21: The MD-11 aircraft is qualified for operations within Reduced Vertical Separation Minimum (RVSM) airspace. See McDonnell Douglas Service Bulletin MD11-34-065 for establishing the basis for operational approval.

NOTE 22: The MD-10 aircraft is qualified for operations within Reduced Vertical Separation Minimum (RVSM) airspace, when equipped with approved MD-10 Air Data Systems that are maintained in accordance with the MD-10 Maintenance Review Board Document.

NOTE 23: MD-10 Maximum Passengers: "None. Approved for cargo only." The following is applicable to crew and supernumeraries:

- (a) All replacement crew and supernumerary seats, although they may comply with TSO-C39, must also be demonstrated to comply with FAR Part 25.785.
- (b) For MD-10 model airplanes, a maximum of four supernumeraries in a "courier area" aft of the cockpit door and forward of a rigid cargo barrier, or two supernumeraries in a "courier module" area aft of the cockpit door and forward of a 9g crash net is permitted.

NOTE 24: Conversion of a DC-10 to an MD-10-10F or -30F can be accomplished by either Douglas Aircraft Drawing SP10250349 or SP10250354, as appropriate, along with the requirement in NOTE 25.

NOTE 25: For MD-10 model airplanes, upon induction of a specific aircraft for modification, a review must be conducted to ensure that all DC-10 AD's are accounted for per Report MDC 99K1087, Revision A or later.

NOTE 26: Upon completion of the modification from DC-10-10/-10F, DC-10-30/-30F to MD-10-10F, MD10-30F, respectively, in accordance with Douglas Aircraft Drawing SP10250349 or SP10250354, a data plate must be installed adjacent to the existing data plate in accordance with Douglas Aircraft Drawing No. SP10510226 or SP10530234.

NOTE 27: The MD-10 Anomalies are contained in the MD-10 Aircraft Fault Anomalies Report, Report No. MDC 00K1108.

NOTE 28: Each Aircraft modified to a MD-10-10F or -30F, must have an applicable FAA approved "Airplane Flight Manual".

.....END....